The Hong Kong Daily Press.

No. 8995 第八千九百九十五號 光緒十二年十月初一日 HONGKONG, WEDNESDAY, OCTOBER 27TH, 1886. 禮拜三 香港英十月二十七號 [PRICE $2½ PER MONTH

ARRIVALS.

October 26, VIPERE, French gunboat, de Marolles, Shanghai 22nd October.

October 26, BENVENUE, British steamer, 1,497, Thomson, Foochow 24th October, General.—GIBB, LIVINGSTON & Co.

October 26, FU-SHUN, Chinese steamer, 1,504, A. Croad, Shanghai 21st October, General.—C. M. S. N. Co.

October 26, DIOMED, British steamer, 1,436, W. B. Bigley, London 4th September, Jeddah and Singapore 19th October, General.—BUTTERFIELD & SWIRE.

October 26, GRATITUDE, British steamer, 1,202, A. Wake, Kuchinotzu 21st October, Coal.—MITSUI BUSSAN KAISHIA.

October 26, HEVER, German str., 388, Dethlefsen, Whampoa 26th October, General.—SIEMSSEN & Co.

October 26, OLYMPIA, German steamer, 783, P. Moller, Whampoa 26th October, General.—SIEMSSEN & Co.

October 26, ALACRITY, British despatch vessel, R. Blair Maconochie, Portsmouth 29th August.

October 26, LEESANG, British steamer, 1,092, W. E. Sawer, Whampoa 26th October, General.—JARDINE, MATHESON & Co.

October 26, THALES, British steamer, 820, F. D. Goddard, Foochow 22nd October, Amoy 23rd, and Swatow 25th. General.—DOUGLAS LAPRAIK & Co.

October 26, AMIGO, German steamer, 771, J. Samuelsen, Swatow 25th October, General.—CHINESE.

October 26, TANTALLON, British steamer, 1,310, Partrige, Nagasaki 20th October, Coal.—MITSUI BUSSAN KAISHIA.

October 26, EUPHRATES, British steamer, 1,300, J. Edwards, Saigon 21st October, Rice and Paddy.—RUSSELL & Co.

October 26, ORION, Austro Hungarian steamer, 1,833, G. Matiazzi, Trieste 5th September, and Singapore 19th October, General.—AUSTRO-HUNG. LLOYD'S S. N. Co.

October 26, KONG BENG, British steamer, 862, R. Jones, Bangkok 19th October, General.—YUEN FAT HONG.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
26TH OCTOBER.

Leesang, British str., for Shanghai.
Hydra, German bark, for Honolulu.
Diomed, British str., for Amoy.
Amigo, German str., for Singapore.
Deuteros, German str., for Saigon.
Namoa, British str., for Swatow.
Massalia, German str., for Singapore.
Spinaway, British sch., for Freemantle.
Esmeralda, British str., for Manila.

DEPARTURES.

October 26, CLARA, German str., for Hoihow.
October 26, RAVENNA, British str., for Europe.
October 26, DEUTEROS, German str., for Saigon.
October 26, FUSHUN, Chinese str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Benvenue*, str., from Foochow.—Messrs. Dent and Rhyder.

Per *Fu-shun*, str., from Shanghai.—Mrs. and Miss Knights, Messrs. Hargrave, A. Kerr, Rochussen, Chang and servants, and 151 Chinese.

Per *Diomed*, str., from London, &c.—144 Chinese, from Singapore.

Per *Thales*, str., from Coast Ports.—Mrs. Sharland, Miss Gordon, and 77 Chinese.

DEPARTED.

Per *Ravenna*, str., from Hongkong.—For Singapore.—Bombardier W. Connolly, R.A. For London.—Messrs. R. Jones, Chas. Pye, Capt. W. Edwards, and Dr. W. Watson-Pike. From Shanghai.—For London.—Mr. H. L. Baggallay, Mrs. Hillier, 2 infants and amah, Messrs. A. Bradmore and F. Hague. From Yokohama.—For Singapore.—Mr. G. Welman and native servant, and Mr. A. Desker. For Brindisi.—Messrs. S. Edoardo and Pictoria Bendetti. For London.—Mr. F. J. Boord, R.N. From Hyogo. For Singapore.—Mr. and Mrs. Kichida.

Per *Hailoong*, str., for Amoy.—Mr. A. C. B. Hance.

REPORTS.

The British steamer *Benvenue*, from Foochow 24th October, reports had fine weather and light variable airs throughout.

The Chinese steamer *Fushun*, from Shanghai 21st October, reports had light variable winds and fine, pleasant weather throughout.

The British steamer *Tantallon*, from Nagasaki 20th October, reports encountered heavy S.W. winds and high sea. From Turnabout N.E. winds and fine weather.

The British steamer *Euphrates*, from Saigon 21st October, reports had moderate breeze with a strong head sea throughout. On the 21st inst. spoke the str. *Metapedia*, 12 miles South of Cape Tiwan, from Hongkong for Saigon.

The British steamer *Diomed*, from London 4th September, Jeddah and Singapore 19th October, reports had light winds and fine weather to Pulo Sapata; from thence to port variable N.E. winds and rainy with a heavy N.E. swell.

The British steamer *Kong Beng*, from Bangkok 19th October, reports had light variable winds and fine weather to Pulo Condore; thence to Padaran strong N.E. winds; from Padaran to port moderate N.E. winds and fine weather heavy N.N.E. swell off the Paracels.

The British steamer *Thales*, from Foochow 22nd October, Amoy 23rd, and Swatow 25th, reports from Foochow to Amoy had strong N.E. winds and cloudy weather; from thence to port light N.E. winds and fine weather. In Foochow German gunboat *Wolf* and strs. *China* and *Ching-wo*. In Swatow strs. *Meefoo* and *Wells*.

SHANGHAI SHIPPING.

October— ARRIVALS.
12, Verona, British str., from Hongkong.
12, Satsuma Maru, Japanese str., from Japan.
12, Kiang-piau, Chinese str., from Ningpo.
12, Fooksang, British str., from Hongkong.
12, Fungshun, Chinese str., from Tientsin.
12, Kwongsang, British str., from Tientsin.
12, Pechili, British str., from Amoy.
12, Owari Maru, Japanese str., from Hakodate.
12, Kiangyü, Chinese str., from Hankow.
13, Ichang, British str., from Ningpo.
13, Titan, British str., from Liverpool.
13, Nürnberg, German str., from Bremen.
13, Ingo, German str., from Nagasaki.
13, Newchwang, British str., from Swatow.
13, Kumasaka Maru, Jap. bark, from K'notzu.
13, Willie, British 3-m-sch., from Chefoo.

October— DEPARTURES.
11, Leesang, British str., for Wuhu.
12, Kiang-kwan, Chinese str., for Hankow.
12, W. C. de Vries, British str., for Hankow.
12, Wuchang, British str., for Tientsin.
12, Kiang-piau, Chinese str., for Ningpo.
13, Martha, British bark, for Puget Sound.
13, Hever, German str., for Wuhu.
13, Hideyoshi Maru, Jap. str., for K'notzu.
13, Sulitelma, British bark, for Royal Roads.
13, Wha-on, British str., for Hankow.
13, Kwang-lee, Chinese str., for Swatow.
13, Fuh Wo, British str., for Hankow.
13, Fungshun, Chinese str., for Chefoo.
13, Ichang, British str., for Ningpo.
13, Pechili, British str., for Chefoo.

INTIMATIONS.

FURNISHING DEPARTMENT.

LANE, CRAWFORD & Co. beg to announce that they have just received their NEW STOCK OF CARPETS AND FURNISHING GOODS in this Season's Designs, Comprising:—

3,500 Yards Best Quality BRUSSELS CARPETS in Art Designs and Colorings, with Borders and Rugs to Match.

2,000 Yards 2nd Quality BRUSSELS CARPETS in Art Designs and Colorings, with Borders and Rugs to Match.

3,000 Yards TAPESTRY CARPETS in Art Designs and Colorings with Borders and Rugs to Match.

"KENSINGTON CARPETS."—These are inexpensive but most Artistic productions of the English Loom, woven in one piece, without seam, bordered, fringed and reversible: may be had in a variety of Patterns and Sizes, suitable for Reception and Bedrooms.

"WESTMINSTER CARPETS."—These are similar in texture to a medium quality Brussels Carpet, most Artistic in Design, inexpensive and durable, suitable for Dining and Drawing Rooms. A great variety to select from in various sizes.

"ORIENTAL CARPETS AND RUGS."—A Splendid Collection of Antique Persian and Indian Rugs and Carpets;—Daghestan, Koula, and Scinde Rugs in great variety. An immense assortment of Axminster and Velvet Hearth Rugs, Soft Carpets, and Door Mats. Sheepskin Rugs and Mats in all Colorings.

CURTAIN DEPARTMENT.

A Large Assortment of CURTAINS in every Texture,—Madras, Guipure, Swiss and Nottingham Lace, from $2.00 per pair.—Some special novelties.

"TAPESTRY CURTAINS," with Borders and Dadoes.—These are Woven in the Curtain with Border and Dado to Match, in every variety of design and coloring,—require no making or trimming,—from $10 per pair.

"TAPESTRIES AND COVERING FABRICS."—The most wonderful improvements have been made within the last few years in the Manufacture and Coloring of Covering Fabrics. The Artistic effect which some of these goods give—even at $1.00 per yard, double width—is extraordinary. LANE, CRAWFORD & Co. have a very large variety of patterns, double width, from $1 per yard. Also Fringes and Trimmings made specially to match.

NOVELTIES in Plush and Tapestry TABLE COVERS, Tidies, Toilet Covers and Antimacassars.

Artistic DRAPERIES and Mantel BORDERS.

Bed and Table LINEN and every description of HOUSEHOLD DRAPERY.

Austrian, California, Saxony, and WITNEY BLANKETS in every size. 300 PAIRS TO SELECT FROM Eider Down Quilts and Pillows in a variety of Coverings, Overmantels, Mirrors, Girandoles, Brackets, Perambulators, &c.

BEDSTEAD DEPARTMENT.

LANE, CRAWFORD & Co. have seldom less than 100 Bedsteads in stock of various patterns to suit all purchasers: they have just received an Elegant all Brass Half Canopy Bedstead and a very handsome all Brass Four Post Ditto, which are now on view.

ALSO JUST RECEIVED

50 FOUR POST BEDSTEADS, size 3 feet 6in. by 6 feet 6in. at $12 each.

SPRING MATTRASSES.—Sanitary Woven Wire and Chain Spring Mattrasses in every size to fit any Bedstead.

BEDDING.

LANE CRAWFORD & Co.'s BEDDING is all manufactured by themselves and guaranteed pure, none but new and first-class materials being used. As there are several unscrupulous Tradesmen and Dealers, who, by using second-hand horse hair and stuffing, are able to offer worthless articles at comparatively low prices, LANE, CRAWFORD & Co. beg to intimate that in making Bedding they use none but new and First Class Materials and guarantee the purity of their productions.

OLD MATTRASSES purified and re-made.

OLD FURNITURE Re-covered equal to New. Estimates and designs free.

LANE, CRAWFORD & Co.
Hongkong, 25th October, 1886. [26

CHRISTMAS CARDS.

W. BREWER has just received a magnificent Assortment of American Christmas Cards consisting of

Very handsome boxes Satin Cards.

Real Gold Blocked Cards on various Coloured Grounds.

An enormous Assortment of very tastefully hand painted Cards.

Hand Painted Plaque Cards on Porcelaine.

A new series of Native Pidgin English Sing Song Cards.

A New series of Cards with Hongkong Views and characters with Pidgin English Sing Song.

1,000 Cheap Cards for Children.

A number of Last Season's Cards suitable for Children at very cheap rates.

W. B-R-E-W-E-R, Queen's Road. UNDER HONGKONG HOTEL. [25

KELLY & WALSH, LIMITED.

ARE NOW SHOWING THEIR NEW SEASON'S CHRISTMAS & NEW YEAR'S CARDS.

Comprising a magnificent assortment of Prang's American Cards, Hand Painted Cards handsomely mounted in Plush and Satin, Hand Painted Opals and a very large selection of Cheap Cards ranging in price from 5 Cents upwards.

THE SPECIAL NOVELTY OF THIS SEASON

Consists of a Series of

ORIGINAL WATER COLOUR PANEL SKETCHES

Depicting Chinese Life and Character specially Painted for us by ENGLISH ARTISTS.

We are SOLE AGENTS for Mr. Griffith's CHRISTMAS PHOTOGRAPHIC VIEWS OF HONGKONG reduced to Cabinet size with PIDGIN ENGLISH VERSES which obtained so large a measure of success last year. A new set of Views and Character Sketches with suitable greetings in English and German is in active preparation.

KELLY & WALSH, LD., HONGKONG.
241

COMPANIA TRASATLANTICA.

(LATE A. LOPEZ & Co.)

SPANISH ROYAL MAIL.

One of their First Class Steamers will leave MANILA on the first of every month for LIVERPOOL, calling at SINGAPORE, ADEN, SUEZ, PORT SAID, BARCELONA, VALENCIA, CARTAGENA, CADIZ, VIGO and CORUNNA.

Through Bills of Lading granted in Hongkong to the SPANISH PORTS ONLY. Cargo to be transhipped at SINGAPORE.

For Rates of Freight and other information, apply to

REMEDIOS & Co., Agents.
Hongkong, 16th October, 1886. [1961

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [21

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	200,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. MCIVER, Esq.
Deputy Chairman—M. GROTE, Esq.

Hon. J. Bell-Irving.	H. Hoppius, Esq.
C. D. Bottomley, Esq.	E. H. M. Huntington, Esq.
H. L. Dalrymple, Esq.	Hon. A. P. McEwen.
W. H. F. Darby, Esq.	Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.
Hongkong, 28th August, 1886. 15

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER, Acting Chief Manager.
Hongkong, 8th May, 1885. [6

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased at 92½ per Cent. on the original amount of Claims.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT, Manager, Hongkong Branch.
Hongkong, 31st May, 1886. [7

INTIMATIONS.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the Distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, HONGKONG FIRE INSURANCE Co., LD.
Hongkong, 15th October, 1886. [1956

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE, Secretary.
Hongkong, 1st October, 1886. [1873

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 26th August, 1885. [35

WING TAI & Co.

SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS.

FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No. 25, PRAYA CENTRAL.
榮泰公司煤炭雜貨 [1820

AUCTIONS.

PUBLIC AUCTION OF VALUABLE LANDED PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 3rd November, 1886, at 3 P.M., on the Spot (Wanchai).

INLAND LOT No. 428 with SIXTEEN HOUSES erected thereon, bounded on the NORTH by INLAND LOT No. 429, and measuring about 115 feet thereon, on the EAST by the Tsing Kai Lane, and measuring about 100 feet thereon, on the SOUTH by Cross Street and measuring about 115 feet thereon, on the EAST by Albany Street and measuring about 100 feet thereon. Total Area about 11,500 square feet. Annual Crown Rent $175.20

TERMS OF SALE.—20 per Cent. of the Purchase money to the paid after fall of the hammer, the remainder within 14 days of date of Sale, on completion of Transfer.

For Further Particulars apply to the Auctioneer.
G. R. LAMMERT, Auctioneer.
Hongkong, 22nd October, 1886. [1994

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 5th November, at 3 P.M., on the Premises, Remaining Portion of INLAND LOT No. 124, and Sections C & D of INLAND LOT No. 125.

Situate at the Corner of Old Bailey and Staunton Streets with the BUILDINGS erected thereon being Nos. 7, 9, 11, & 13, on Old Bailey Street, and Nos. 2 & 4 on Staunton Street. The whole measuring about 15,300 Square feet. Annual Crown Rent $108.82.

TERMS OF SALE.—20 per Cent. of the Purchase money to be paid after fall of the hammer, the remainder on transfer being made.

For Further Particulars, and Conditions, apply to

SHARP, JOHNSON, & STOKES, Solicitors for the Vendor;
or to
G. R. LAMMERT, Auctioneer.
Hongkong, 6th October, 1886. [1904

INTIMATIONS.

HONGKONG VOLUNTEERS.

ORDER BY CAPTAIN FRANCIS.

I.—The Annual Meeting of the Members of the Corps will take place on FRIDAY NEXT, the 29th October, at 6 P.M. at HEAD QUARTERS. A full attendance is requested. BUSINESS:—To pass the accounts of the Finance Committee for the past year, elect a New Committee, and to take into consideration various matters of importance affecting the welfare of the Corps.

II.—All Non-Commissioned Officers and Men of the Corps will parade on SATURDAY, the 30th October, at HEAD QUARTERS, at 3 O'CLOCK, for inspection of Clothing (Blue) and for a march out in the direction of Pokfolum, under arms.

Refreshments will be provided.

By Order,
J. McCALLUM, Lieut. and Adjt. H.K.V.
Volunteers Head Quarters,
Hongkong, 25th October, 1886. [2007

AFONG, PHOTOGRAPHER

STUDIO, ICE HOUSE LANE, BEHIND NEW ORIENTAL BANK. Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH's Store.

IVORY MINIATURES of Superior Excellence and High Finish; painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [18

PUNLUN, PHOTOGRAPHER, begs to inform his Patrons and the Public that having received the latest appliances for Photography and enlarged his premises for the greater comfort of his Customers, he hopes to receive a continuance of the liberal support previously given.

INSTANTANEOUS VIEWS, GROUPS, and PORTRAITS having the greatest degree of permanency taken at very moderate prices.

STUDIO, 56, Queen's Road, Corner of Pottinger Street. [1948

GRIFFITH'S

PHOTOGRAPHIC VIEWS,

of Hongkong, and Ports,

Are the Newest and Best published, have the greatest degree of permanency and are moderate in price.

SPECIAL EXCELLENCE in IVORY MINIATURES, Enlargements and reproductions.

STUDIO, 1, DUDDELL STREET. [1694

THE MITSUI BUSSAN KAISHIA
Sole Agents for
THE IMP. GOV. PAPER MILLS, TOKIO.

THE HAND MADE JAPANESE PAPER.—Suitable for Coupons, Deeds, Warrants, Delivery-orders, Envelopes, &c., &c.
VARIOUS KINDS OF ORDINARY PAPER.—Suitable for Newspapers, Circulars, Expresses and other printing purposes.
VARIOUS KINDS OF LEATHER PAPER.—All at very low prices.

We are now prepared to receive Orders for the above and respectfully invite the Public to inspect the samples now at our Offices.

For THE MITSUI BUSSAN KAISHIA,
Y. FUKUHARA, Acting Manager.
10, Queen's Road Central,
Hongkong, 25th October, 1886. [2006

TRITON INSURANCE COMPANY, "LIMITED."

(INCORPORATED IN CALCUTTA UNDER THE INDIAN COMPANIES' ACT OF 1882. LIMITING THE LIABILITY OF THE SHAREHOLDERS TO THE AMOUNT OF THEIR SHARES).

Date of formation as an Unlimited Partnership, A. D. 1850.

CAPITAL .... Rs. 4,000,000.

In 40,000 Shares of Rs. 100. Rs. 25 per Share being paid up, viz:—Rs. 5 on Application, and Rs. 20 on Allotment.

No further Calls are intended to be made. Application for Shares will be received simultaneously in Calcutta and London.

HEAD OFFICE OF THE COMPANY IN CALCUTTA.

GENERAL AGENTS:
Messrs. JARDINE, SKINNER & Co., CALCUTTA.

Prospectus can be seen and Application Forms for Shares obtained of Messrs. JARDINE, MATHESON & Co., Hongkong.
Hongkong, 21st October, 1886. [1985

NOTICES OF FIRMS.

NOTICE.

THE authority of MR. E. GEYER to SIGN my name per procuration CEASED on 1st October, 1886.

G. RAYNAL.
Hongkong, 22nd October, 1886. [2000

NOTICE.

MR. HENRY BROOKE ELLERTON is hereby authorised to SIGN our Firm per procuration.

GALTON & Co.
Foochow, 2nd October, 1886. [1907

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"TAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, including Saltpetre, are being landed at their risk into Messrs. Jardine, Matheson & Co.'s Godowns, West Point, whence delivery may be obtained.

All Claims must be made immediately as none will be entertained after the 2nd November.

Cargo remaining undelivered after the 2nd November, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., General Managers.
Hongkong, 25th October, 1886. [2009

NOTICE TO CONSIGNEES.

S. S. "MORAY,"

FROM GLASGOW, LIVERPOOL, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the undersigned, at Wanchai, behind the premises known as No. 3, "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Optional cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 27th instant, will be subject to rent at the rate of One Cent per package per day.

All claims against the steamer must be presented to the undersigned on or before the 27th October, 1886, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by
ADAMSON, BELL & Co., Agents.
Hongkong, 20th October, 1886. [1987

WANTED.

A PORTUGUESE CLERK for Life Insurance Business who knows the Chinese language.

For Further Particulars, apply to
F. O., Care of *Daily Press* Office.
Hongkong, 21st October, 1886. [1988

BRITISH NORTH BORNEO.

OPIUM AND OTHER FARMS FOR THE ENSUING YEAR 1887.

THE Government are now prepared to receive up to the 20th November next, Tenders for the following Farms:—

1.—THE OPIUM FARM for the whole Territory of British North Borneo extending from Sipetong River, Padas District, West Coast, to the Sebucco River on the East Coast.

Separate Tenders for this Farm will also be received for the East Coast District (Tanjong Sugut to Sebucco including the Segama Gold Fields, Silam and all rivers within this boundary.

2.—Also for the West Coast District (Tanjong Sugut to Sipetong Padas) including Banguey, Sugut and all rivers within this boundary;

3.—Also for each of the following Districts:—
(a)—KUDAT (Province Alcock) which includes the Island of Banguey.
(b)—GAYA (Province Keppel).
(c)—PADAS (Province Dent).

The Regulations governing the Opium Farm are similar to those now in force in the Straits Settlements.

The Maximum retail prices allowed by the Regulations are as follows:—

Taels.	Chees.	Hoons.	$ c.
6	8	—	10.00
3	2½	—	5.00
	6	2	1.00
	2	9	.50
	1	—	.19
		1	.02

4.—THE TOBACCO DUTIES FARM. For the East Coast District (Tanjong Sugut to the Sebucco River) including the Segama Gold Fields and Silam.

This Farm is for the sole right to collect the Import duties on Tobacco for consumption within the East Coast District at the following rates:—

Chinese Tobacco per case of 140 packages from 6 to 8 tahils each	$ 4.00
Chinese Tobacco per case of 200 packages from 6 to 8 tahils each	6.00
European, American, or Philippine Tobacco per lb.	.10
European, American, or Philippine Cigars per 100	.20
European, American, or Philippine Cigarettes per 100	.10
Java, Sumatra, Palembang or Sulu Tobacco per Catty	.10
Native Tobacco per 10 bilis or same as Java at option of Government	.01
Burmah, Ceylon, or Indian Cigars, Large per 100	.20
Burmah, Ceylon, or Indian Cigars, Small per 100	.10

Other Tobaccos not enumerated, at similar rates.

Each Tender should state the monthly payments for the year 1887.

Tenders for the Opium Farm for the whole Territory or for the East Coast District and for the Tobacco Duties Farm, East Coast District, will be received at the Office of the Colonial Secretary, Sandakan.

Tenders for the Opium Farm for the West Coast District will be received at the Resident's Office, Kudat.

Tenders for the Separate Provinces such as Kudat, Gaya, and Padas, will be received by the Officer in Charge of the Province. The Government does not bind itself to accept the highest or any Tender.

Each Tender should specify in full the names, residences, and occupation of the persons tendering and should give similar information as to the proposed sureties.

Any further information on the subject may be obtained from the TREASURER GENERAL, Sandakan, or from the OFFICER in Charge of the different Districts or Stations.

By His Excellency's Command,
L. B. VON DONOP, Acting Colonial Secretary.
Sandakan, 23rd September, 1886. [1993

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy / Navy Boiled / Long Flax / Crown — CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong 11th May, 1867. [20

NEW ADVERTISEMENT.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1881.

SEVENTH DRAWING.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong on the 28th day of October, 1886, when the interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of HERBERT MAURICE BEVIS, Esquire, Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.
1,096 BONDS, Nos.:—

6	18	20	32	38	48	53
58	71	78	87	94	104	110
120	126	134	144	151	160	167
175	183	192	199	208	215	222
230	240	246	254	263	272	279
287	295	304	311	320	326	332
343	352	358	364	373	384	391
398	404	414	423	431	439	448
454	463	466	480	485	496	503
511	520	525	535	544	550	556
568	573	583	589	596	607	616
621	628	637	645	654	662	670
678	688	692	703	709	719	728
734	744	751	760	768	776	781
791	798	808	815	822	831	840
845	856	861	871	879	888	893
901	911	920	928	935	943	951
959	965	974	984	992	1000	1008
1012	1024	1029	1039	1046	1056	1063
1070	1077	1084	1092	1104	1111	1120
1128	1132	1144	1152	1160	1168	1174
1181	1192	1199	1205	1216	1224	1231
1238	1244	1253	1263	1272	1276	1288
1296	1301	1311	1316	1325	1335	1343
1348	1357	1366	1375	1381	1392	1398
1405	1413	1424	1432	1438	1448	1455
1464	1471	1480	1485	1495	1504	1511
1519	1527	1536	1543	1551	1557	1566
1576	1582	1590	1599	1602	1610	1618
1626	1633	1641	1650	1661	1665	1677
1681	1690	1698	1705	1714	1721	1730
1737	1747	1754	1761	1771	1777	1786
1794	1802	1810	1817	1826	1835	1842
1850	1857	1865	1874	1882	1889	1898
1905	1913	1922	1931	1937	1945	1953
1962	1970	1977	1985	1993	2003	2012
2017	2025	2033	2042	2051	2057	2065
2073	2082	2089	2097	2105	2114	2121
2129	2138	2145	2154	2161	2173	2177
2185	2194	2201	2210	2217	2226	2233
2243	2250	2258	2267	2275	2282	2289
2298	2306	2314	2323	2331	2337	2346
2356	2367	2373	2377	2385	2396	2408
2413	2424	2429	2438	2445	2456	2464
2470	2479	2486	2493	2502	2510	2519
2528	2536	2541	2552	2560	2568	2575
2584	2591	2598	2608	2612	2622	2629
2640	2643	2656	2661	2672	2678	2688
2696	2704	2712	2717	2727	2734	2743
2750	2760	2766	2774	2784	2792	2799
2807	2813	2822	2832	2839	2846	2856
2864	2869	2880	2886	2893	2904	2911
2920	2926	2935	2941	2952	2960	2967
2976	2983	2992	3000	3007	3014	3024
3032	3040	3045	3055	3063	3071	3078
3088	3096	3102	3111	3118	3128	3132
3143	3152	3158	3164	3176	3182	3191
3199	3201	3209	3217	3225	3233	3241
3249	3257	3265	3273	3282	3289	3297
3305	3313	3323	3329	3337	3345	3353
3361	3369	3378	3386	3393	3401	3412
3421	3425	3433	3444	3449	3457	3466
3473	3481	3489	3497	3505	3513	3523
3529	3539	3547	3553	3561	3569	3577
3585	3593	3602	3609	3617	3627	3634
3641	3649	3657	3665	3673	3681	3689
3697	3705	3714	3723	3729	3738	3745
3753	3761	3772	3780	3787	3793	3804
3813	3817	3825	3833	3842	3850	3860
3867	3873	3881	3889	3897	3905	3913
3922	3931	3941	3946	3954	3961	3969
3978	3985	3993	4008	4016	4022	4032
4040	4048	4053	4064	4071	4078	4086
4094	4104	4110	4118	4127	4136	4143
4150	4159	4166	4175	4180	4192	4198
4208	4213	4221	4231	4240	4246	4255
4264	4272	4280	4288	4296	4304	4312
4319	4326	4335	4344	4350	4360	4367
4374	4384	4392	4400	4407	4414	4421
4428	4439	4447	4455	4463	4472	4477
4487	4496	4504	4512	4519	4527	4536
4544	4552	4560	4568	4575	4584	4592
4600	4607	4616	4624	4631	4639	4645
4656	4664	4669	4679	4688	4696	4704
4711	4718	4728	4736	4742	4751	4760
4767	4776	4779	4791	4798	4806	4810
4817	4826	4833	4842	4850	4857	4865
4875	4881	4889	4897	4905	4913	4922
4931	4939	4945	4953	4961	4970	4980
4988	4993	5001	5009	5019	5025	5033
5041	5049	5058	5065	5073	5082	5089
5097	5105	5113	5121	5129	5138	5145
5153	5161	5169	5177	5185	5195	5201
5209	5217	5226	5234	5244	5249	5257
5265	5273	5281	5290	5298	5305	5313
5321	5329	5337	5347	5354	5362	5370
5377	5385	5393	5402	5410	5418	5426
5433	5441	5449	5457	5466	5474	5482
5489	5497	5505	5513	5521	5529	5538
5545	5553	5561	5570	5579	5586	5594
5608	5614	5623	5629	5640	5648	5652
5663	5669	5678	5688	5694	5704	5709
5720	5725	5736	5744	5752	5760	5768
5774	5784	5792	5799	5807	5815	5822
5829	5840	5847	5855	5863	5872	5880
5888	5896	5904	5911	5920	5925	5936
5943	5950	5958	5968	5976	5984	5990
6000	6005	6015	6024	6032	6039	6048
6056	6064	6072	6080	6088	6096	6103
6111	6117	6128	6136	6144	6146	6155
6168	6175	6184	6188	6199	6207	6216
6224	6232	6240	6245	6254	6261	6266
6279	6288	6295	6303	6309	6319	6327
6334	6344	6352	6360	6368	6376	6384
6392	6399	6402	6410	6418	6425	6433
6441	6450	6458	6465	6474	6485	6491
6499	6507	6516	6522	6531	6539	6546
6553	6562	6570	6578	6586	6595	6601
6610	6618	6625	6637	6642	6649	6658
6666	6673	6681	6691	6698	6705	6713
6721	6729	6738	6745	6753	6761	6769
6780	6788	6794	6801	6809	6817	6826
6834	6842	6849	6858	6865	6873	6882
6889	6897	6905	6913	6924	6929	6937
6946	6953	6961	6969	6977	6985	6994
7002	7010	7017	7025	7034	7043	7049
7058	7065	7074	7083	7091	7097	7105
7115	7122	7129	7139	7146	7153	7161
7170	7178	7185	7193	7201	7212	7217
7225	7235	7241	7249	7257	7265	7274
7281	7289	7297	7305	7316	7322	7329
7337	7345	7355	7361	7369	7378	7385
7393	7401	7409	7417	7425	7434	7441
7449	7457	7465	7473	7481	7489	7497
7505	7513	7523	7530	7537	7545	7553
7561	7569	7578	7585	7593	7603	7609
7617	7625	7633	7641	7649	7657	7666
7673	7681	7689	7697	7705	7713	7721
7729	7738	7745	7753	7761	7769	7777
7785	7793	7801	7810	7819	7825	7833
7842	7850	7858	7866	7874	7882	7890
7898	7905	7913	7922	7929	7938	7945
7954	7962	7970	7978	7986	7995	8003
8016	8023	8031	8038	8048	8055	8063
8072	8078	8084	8094	8103	8112	8115
8124	8134	8142	8150	8159	8167	8176
8180	8191	8199	8208	8214	8223	8232
8240	8246	8256	8263	8272	8280	8288
8296	8303	8312	8318	8325	8336	8344
8352	8360	8367	8376	8384	8392	8399
8407	8414	8422	8432	8440	8446	8456
8463	8471	8478	8488	8494	8504	8509
8518	8527	8536	8544	8551	8557	8565
8574	8582	8590	8600	8608	8614	8623
8631	8640	8646	8656	8661	8672	8677
8687	8694	8704	8711	8720	8726	8734
8744	8748	8758	8767			

For Shanghai Taels 500 each=Shanghai Taels 548,000.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS, Chief Accountant.

Countersigned,
A. B. JOHNSON, Notary Public, Hongkong.
Hongkong, 28th August, 1886. [2023

NEW ADVERTISEMENTS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1881.

THE INTEREST due 28th day of October instant, of the above LOAN, together with the BONDS DRAWN for Redemption, will be PAID at the Office of this CORPORATION on and after that date.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents issuing the Loan,
JOHN WALTER, Acting Chief Manager.
Hongkong, 27th October, 1886. [2024

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"DIOMED,"

Captain Bigley, will be despatched as above TO-DAY, the 27th inst., at TEN A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th October, 1886. [1984

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ESMERALDA,"

Captain Hamlin, will be despatched for the above Port TO-MORROW, the 28th inst., at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 26th October, 1886. [2021

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE).

THE Company's Steamship

"AJAX,"

Captain Riley, will be despatched as above on TUESDAY, the 2nd November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th October, 1886. [2025

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

(Taking Cargo at through rates to NEW YORK.)

THE Company's Steamship

"CHINGWO,"

R. H. Machugh, Commander, will be despatched as above on or about the 2nd November.

For Freight &c., apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 26th October, 1886. [2022

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "DIOMED." FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned not later than the 1st Nov., for shipment per steamer "BELLEROPHON."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th October, 1886. [1984

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DIOMED."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Goods undelivered after the 3rd November, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th October, 1886. [1984

GUNPOWDER FOR SALE.

TENDERS will be received up to NOON on SATURDAY, the 30th instant, by the SENIOR COMMISSARIAT OFFICER for the Purchase of the whole or any part of

100,000 lbs. L. G. GUNPOWDER, (equal to 1,000 Barrels).

Samples of the Powder and all information can be obtained upon applying at the ORDNANCE OFFICE opposite Wellington Barracks.

The highest Tender will not necessarily be accepted.

Forms of Tender can be obtained at the Undermentioned Office between the hours of 9 A.M. and 4 P.M.

Commissariat and Transport Office,
Hongkong, 19th October, 1886. [1981

J. MARINBURK & Co.

Marine House, Queen's Road, Hongkong.

MANUFACTURERS OF FIRST CLASS FURNITURE AND UPHOLSTERY.

Every description in Foreign & latest Designs.

ARTISTIC DRAPERIES AND LAMBREKINS.

DRAWING ROOM, LIBRARY AND DINING ROOM SUITES.

COMPLETE BEDROOM SUITES with Elegant Designs of DRESSING CASES.

BEDDING AND BEDSTEADS.

A Large Variety of latest Style of TAPESTRIES, VELVETS, SILK FURNITURE, PLUSHES in all Colours, Plain and Embossed.

FRINGES, TASSELS, CORDS by the Yard.

GILT MOULDINGS, PICTURE FRAMES, and CORNICES; also made with Silk Plushes.

The UPHOLSTERING is entirely done by MR. MARINBURK.

All kinds of Repairs done at Moderate Prices.
Hongkong, 7th September, 1886. 1729

CITY HALL.

NOTICE.

THE ANNUAL GENERAL MEETING OF SHAREHOLDERS in and Subscribers to the above Institution will be held in the LIBRARY, at NOON, on SATURDAY, the 30th day of October instant.

W. H. R. MOSSOP, Acting Secretary.
Hongkong, 25th October, 1886. [2005

DANCING ROOM,
11, BEACONSFIELD ARCADE, TOP FLOOR.

THE above Room is This Day Opened for private engagements, where classes are also given. Terms strictly moderate.

For Further Particulars, apply to
J. M. DA SILVA.
Hongkong, 26th October, 1886. [2020

IRON-FRAMED PIANOS,
BY
M. F. RACHALS & Co., HAMBURG.

COTTAGE PIANOS, Shanghai Tls. 235 & 300
GRAND PIANOS,...Shanghai Tls. 450

SOLE AGENT FOR CHINA AND HONGKONG.
SYDENHAM MOUTRIE.
THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.
14th May, 1886. [89

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1886 Edition of

CHRONICLE & DIRECTORY

for China, Japan, Korea, Philippines, Siam, Cochin-China, Borneo, Straits Settlements, Malay States, &c. (TWENTY-FOURTH ANNUAL ISSUE).

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LONDON..........Messrs. Bates, Hendy & Co.
LONDON..........Mr. W. M. Wills, 151, Cannon St.
SAN FRAN'CO..........Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK ....Mr. A. Wind, 21, Park Row.

Daily Press Office, January 1886.

INTIMATION.

A. S. WATSON & Co., LIMITED.

OUR NEW SEASON'S FLOWER AND VEGETABLE SEEDS, ARE NOW READY.

FLOWER PARCEL of 50 packets, price $10.00
FLOWER PARCEL of 20 packets, price $ 5.00
VEGETABLE PARCEL of 48 packets, price $ 7.50

SPECIAL FLORISTS' SEEDS, Comprising:—

PANSIES, PETUNIAS, PHLOX, VERBENAS, CLOVE PINKS, PARTULACEA, FORGETMENOTS, and HOLLYHOCKS.

in packets of six named varieties, $1.00 each.

other Seeds as per Catalogue.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1886. [22]

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, OCTOBER 27TH, 1886.

The latest telegraphic message received from Reuter is calculated to deepen the anxiety with which politicians must now regard the situation in Europe. The *rapprochement* reported to have taken place between Russia and Turkey must inevitably have a sinister meaning for England unless something like an understanding has really been arrived at between England and Russia, which seems hardly probable. That the policy of Lord SALISBURY has undergone some modification since the signature of the Treaty of Berlin is extremely likely, for circumstances have changed since then, and the future of the Balkan peninsula is no longer so vital a matter as to call for the pouring forth of English blood and treasure like water to stay the advance of the Muscovite vanguard towards Constantinople. The Vienna *Political Correspondence* reports a conversation which its London correspondent has had with a member of the English Cabinet on the Eastern question. The Minister is said to have expressed himself somewhat as follows:—

An important change has taken place in the views of leading English statesmen regarding England's interests in the East. The tradition adhered to, even by Lord Beaconsfield, of remaining allied with Turkey at all hazards, is no longer advocated, even by Conservative occupants of the Foreign Office. Since the occupation by English troops of Cyprus, and still more of Egypt, Constantinople has lost much of its importance to England. The Russian fleet in the Black Sea would, in the event of war, pass through the Dardanelles, with or without the Sultan's consent, and advance into the Mediterranean. The rule of the Sultan at Constantinople, therefore, no longer affords a guarantee against a Russian attack on the English possessions in the Mediterranean. Russia already possesses a route to India, *viâ* Merv, and the possession of Constantinople could afford her no assistance in this direction.

England, on the other hand in the event of Russia's impeding the conveyance of English troops through the Suez Canal, has at her disposal another way to India, one which leads exclusively through British dominions—the new Canadian railway. One no longer thinks of defending India at Constantinople, but in Afghanistan, and on the Anglo-Afghan frontier. England has as much interest as the other Powers in preventing Russia from advancing towards Constantinople, but this is no longer held to be a vital interest that would have to be protected even by force of arms.

The action or rather inaction of the British Government with regard to the revolution in Bulgaria tends to give colour to the above statement. But while England is not prepared to squander lives or money for an idea—or in doing the work of the Continental States specially interested—her sympathies go with the young nationalities of the Peninsula, and she would prefer to see them enjoying a free and independent existence, without being subjected to the tutelage of any Power and least of all a despotism like that of Russia. The Russian Government and Press know and resent this, and hence there can be little sympathy between the two nations. They may still avoid an open quarrel, but Russia would probably be only too glad to do anything that would serve to embarrass and annoy England. It would therefore not surprise us to hear that the Russian Government are urging France on to demand the evacuation of Egypt, and we shall not be astonished to learn shortly that Russia and Turkey have joined in the demand. So long as the French Press merely demand it—menace they ever so wildly—the English Government will remain completely unmoved, but if other Powers join they might have to consider the position and either annex the country and defy the Powers or agree to a joint or perhaps a Turkish occupation of the land of the Pharaohs. Why the French should trouble themselves so much about the English occupation of Egypt it is difficult to understand except by supposing that they believe the British Government intend eventually to annex it. This course has always been shunned by England, in spite of the extent of her interests in Egypt, as it would so largely increase her responsibilities. M. DE LAVALEYE, the eminent Belgian politician, some years ago, in a very able article, strongly advocated the annexation of Egypt by England, and urged that it was a necessary step and one which would lead to the gradual opening up to civilisation of the Dark Continent. But the British Government refused to listen to the voice of the charmer then, and they are less likely to heed the suggestion now that a new route to the East has been opened up through Canada. But their interest in the Suez Canal is too large to be neglected, too important to be left to the mercy of an incapable Government at Cairo, and until the KHEDIVE has thoroughly re-established his authority on a firm basis, it will continue to be necessary to retain a force in Egypt. The retention of troops there is a strain on the military resources of England that she would be glad to be freed from, and she will not be reluctant to withdraw them when it is safe to do so. Meantime the French papers may fret and fume, but all their threats will not lead to the return of a single British regiment. France was content to allow the British Government to incur all the cost and trouble of suppressing ARABI's rebellion, yet though no attempt has since been made by the English Government to enter into the fruits of victory, she now calls upon them to remove the safeguards against a renewal of anarchy.

The French gunboat *Vipère*, Captain de Marolles, from Shanghai 22nd inst., arrived here yesterday.

The total numbers of visitors to the City Hall museum during the week ending 24th October were:—Europeans, 190; Chinese, 2,645.

The Agent informs us that the Messageries Maritimes steamer *Saghalien*, with the next outward French mail, will leave Saigon at noon to-day for this port.

We are informed by the Agents (Messrs. Butterfield & Swire) that the Ocean Steamship Company's steamer *Ajax*, from Liverpool, left Singapore for this port on Monday afternoon.

The *Echo de Shanghai* announces that Signor Bergamaschi, who came from Europe in the *Oxus* with an Opera Company for Manila, intends to visit Shanghai with his troupe in February next.

The Foochow *Echo* says that the impending visit of the Hongkong Cricket Eleven has put new life into the local cricketers and hard practice is now the rule instead of, as it used to be, the exception.

The Tientsin *Shih-pao* of the 16th inst. says that the U.S. Consul at Chefoo has addressed a communication to the Taotai at that port to the effect that the second engineer on board one of the U.S. men-of-war stationed there had left the ship on leave and not returned. A reward of $100 is offered to any person who will give information as to his whereabouts.

The sugar industry in Formosa is being threatened on a new side. At present Japan consumes annually 83,000,000 lbs., costing 4½ million *yen*, most of which comes from Formosa, but the *Nichi Nichi Shimbun* asserts that the whole requirements of Japan could be easily supplied by the Loochoo islands. A large capital would be required to start the production, but this could be found; the islanders would make excellent labourers, and teachers could be provided for them in returned Japanese emigrants from Hawaii. 25,000 acres would grow enough sugar to supply all Japan, and there are 150,000 available acres in the islands.

The Foochow *Echo* expresses a fear that the building of the projected Native Hospital on the site selected for it will be an impossibility, as it hears the natives will strongly oppose its erection on that spot, and proceeds to remark:—"It is high time now that the much vexed and absurd question of *Fêngshui* should be represented to the Peking authorities by our Consuls, through the Ministers; under present circumstances it would be a reasonable complaint. We would like to be informed if *Fêngshui* is generally believed in by the natives. If such is the case, why did they not provide for it before they had sold the ground and received the money? In our opinion *Fêngshui* is nothing but a scapegoat for rogues and vagabonds, and these are the literati, who make their living on *Fêngshui* troubles."

Foochow certainly can take the palm for fires. Not only are they of constant occurrence, but they are nearly always on a grand scale. Another took place on Sunday night, the 17th October. It broke out about one o'clock in a house on the other side of the Long Bridge, and destroyed, the *Echo* hears, 170 shops and private houses. No lives were lost. The *Echo* adds:—"The Chinese attribute the cause of the numerous recent fires to the bad *Fêngshui* of the newly-built Joss house adjoining the Club. The main objection is its height, and the raising of the main beam has been the cause of the destruction of the Native Hospital and all the other fires. We sincerely hope—if so bad is their joss—that our celestial neighbours will pull down that joss house without delay, and sell the ground, at any price, to the Club Committee, and thus avoid further destruction of property. The losses by fire are now estimated at over five million taels!"

Indian silk culture (says the *Indian Daily News*) would seem to be "looking up." The Commissioner of the Chota Nagpore Division writes in his Administration Report for 1885-86:—In Manbhoom the export of tussar cocoons received a remarkable impetus during the year, owing, it is said, to the operations of a French firm, who have been buying on a large scale for export to Europe. In Singbhoom the agents of two large firms are at present engaged in collecting cocoons. It is said that those firms propose to undertake reeling at Chyebassa. I was much struck with the great quantities of tussar cocoons which I saw brought for sale to the Chyebassa market. About 131,000 kahans of cocoons, valued at Rs. 8,95,850, are reported to have been exported from Singbhoom, and about 20,000 kahans from Manbhoom. The value of cocoons exported from Hazaribagh is estimated at Rs. 35,000. In Palamow an agent of a well-known firm at Rajshahye is reported to have appeared "on the scene, and is said to be trying to establish a business."

The British steel twin-screw despatch vessel *Alacrity* arrived here yesterday morning from Portsmouth. She comes to take the place of the paddle despatch vessel *Vigilant* as Admiral Hamilton's despatch boat. She is a vessel of 1,300 tons and 3,180 horse-power, and has a maximum speed of nearly 17 knots. She is armed with four 5-inch breech-loading guns, mounted on Vavasseur's central pivoted carriages; four Hotchkiss quick-firing 6 br. guns, mounted on non-recoil pivots; and two Nordenfelt 0.45-inch machine guns. She is fitted out as an armed despatch vessel. She left Portsmouth on the 29th August. Nothing of any importance occurred during the passage, the weather having been fine throughout. The heat, however, in the Red Sea was very great, exceptionally so for the time of year. The Duke of Connaught arrived while the *Alacrity* was at Malta in the *Surprise*, a sister-ship to the *Alacrity*, and he also arrived at Port Said on the same day as the *Alacrity* did. She arrived at Colombo on the 5th instant, and after a stay of a few days left for Hongkong *viâ* Singapore. The following is a list of her officers:—*Commander*—Robert B. Maconochie; *Lieutenants*—Alexander Meldrum, John L. Lory; *Chief Engineer*—Joseph A. Smith; *Surgeon*—James McC. Martin; *Assistant Paymaster in Charge*—Reginald B. Rigbye; *Engineer*—John G. Stevens; *Gunner*—James S. Clarke. She was commissioned at Portsmouth on the 22nd June last.

Says the *N. C. Daily News*:—The kidnapping of a man in Hongkong harbour by Chinese officials will require to be vigorously dealt with by the Colonial Government; it is a case which demands firm action. The Chinese authorities appear to have been very active lately in the neighbourhood of Hongkong, for our Canton correspondent writes to us in a letter just to hand:—"The General commanding the Ta-peng Hsieh garrison at Kowloon, opposite Hongkong, has arrested and sent to the Viceroy a Chief of the San-ho Hou, Triad Society, named Li, who is supposed to be a very powerful Head Centre in the neighbourhood of Hongkong and Kowloon, or the Chin-lung Shang, mountainous districts on the mainland. The Government officials expect to be able to extort a good deal of useful information out of the Chief Li, so he is being carefully watched and nursed to make him become gradually disposed to unburden his mind of its secrets. The five members of the Triad Society sent down from Chao-ching Fu proved more interesting than was at first supposed. One was a Chief, and was caught in a bath."—Enquiry into the circumstances of the capture of Li might possibly show that Fung is not the only man who has been carried off from British territory.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 23rd October.

FRANCE AND ENGLAND.

The French Press is again menacingly demanding the British evacuation of Egypt.

PIRACY OFF CAPE COLLINSON.

SIX MEN MURDERED.

A piratical attack, resulting in the death of six men, took place off Cape Collinson on Monday morning. The *Wing Fat* trading junk, of 250 piculs capacity and carrying a crew of eight men, left Hongkong on Saturday night bound for Chung Chow-fu with a cargo of 130 piculs of mangrove bark. About three o'clock on Monday morning, when off Cape Collinson, the night being very dark, she was attacked by a piratical boat which, after firing several shots, came alongside and threw a number of stinkpots on board. Before the pirates came alongside seven of the crew had run down into the hold, and the eighth went into the forepeak. The pirates boarded and searched the boat, but finding no cargo but the bark on board they left again without taking any property at all. After the pirates had gone the man who had taken refuge in the forepeak came down and looked into the hold. There he found five of his comrades dead, killed by the stinkpots which had fallen amongst them, and the other two very severely burnt. The junk drifted into Yaumati harbour during the course of the day. The Chinchew people there took charge of the pirated junk, brought her to Hongkong, and communicated with Mr. Ng Mun Kwan, who sent his son with the agent of the junk up to the Police Station, the report being received at the Central Station late on Monday night. The wounded men were sent to hospital, where one of them died yesterday. The other is still alive, but his recovery is doubtful. An inquest was opened on the six bodies at the Mortuary yesterday afternoon.

CORONER'S INQUEST.

An inquest was held yesterday afternoon at the Mortuary by the Coroner and a jury composed of Messrs. W. Ramsay, Alex. Collaço, and J. A. da Luz, on the bodies of the five men who were found dead on board the junk by the Police and one of the two wounded men who were conveyed to the Civil Hospital and who had died since.

Dr. Marques gave evidence to the effect that all the bodies bore signs of having been severely burned and some of them were in an advanced state of decomposition. The sixth deceased, he said, was admitted to the Hospital about 12.30 a.m. and died about 4.30 a.m. yesterday. This man also was suffering from burns in the left arm and forearm and left cheek. He sank rapidly; he was only half conscious, and died from injuries received.

Chun Alui said—I am seaman on board the *Wing Fat* trading junk. I identify the six deceased, whose names are—Tsun Kan Sze, 25 years of age; Tsun Soi Ho, 45 years; Ho Yok, 2- years; Tsun Tsun Woo Fan, 25 years; Cheong Kao Mo, about 28 years; Tsong Ap Mo, 27 years. On the 24th instant, about 9 p.m., we sailed from this port and went through the Ly-ee-moon pass. We were eight on board—the six deceased, myself, and the man in hospital. When we were off the lighthouse outside Ly-ee-moon, after three hours' sailing suddenly shots were fired against us by a vessel; it was dark and we could not make out the nature of the craft. I saw the other seven men run into the hold. I was hiding in the forepeak; from an opening there I saw three stinkpots thrown into our junk by the enemy's boat which by this time was alongside our junk. After a short time everything was quite. I then went down the hold and found five of our men were dead and two wounded; only myself was unhurt. As the men were all useless I allowed the junk to drift to Yaumati where we arrived yesterday about five p.m. I then went round to look for my countrymen about there to inform them of the occurrence. Some of them advised me to take the junk over to this side and report the matter to the Police, which I did at the Central Station. The deceased men were afterwards removed from the junk by the Police as well as the two wounded men. Our cargo consisted of mangrove bark. I was much frightened and did not dare come out of my hiding place. I heard men walking about the deck but did not see them; they were shouting in Punti "Kill!" The pirates did not take anything away as our cargo was of little value. I do not know whether they belonged to any Revenue cruiser.

By Mr. Mathieson—We had no muskets or pikes on board.

Mr. Mathieson (producing a port clearance)—Does this paper belong to your junk?

Witness—Yes.

It is written here that you had 10 muskets and 7 pikes on board?—There were no muskets or spears. I do not know why they are so written down.

Inspector Mathieson asked witness to point out on a map the spot where the occurrence took place, and he pointed out Sai-wan Bay.

Inspector Mathieson—Are you sure that it took place yesterday morning?

Witness—On the night of the 24th.

When did you start from Hongkong?—We sailed on the 24th and it took place about daylight following.

The Sergeant who boarded the junk gave evidence to finding the bodies of the deceased in the after hold and the two wounded men, the former he removed to the Mortuary and the latter to the Civil Hospital.

The Coroner having charged the jury, a verdict of murder against some person or persons unknown was returned.

A correspondent at Shwebo, in Upper Burmah, writes to a Bombay paper:—"The friendlies are one of the institutions of Shwebo, and a motlier lot the eye of man never looked upon outside the pantomime. Directly an expedition starts, in they pour these Burman brigands as like as two peas to the dacoit fraternity, treading on our toes, rubbing our shoulders, devouring their rice and fish *au putrilage* under our noses with all the *camaradie* of old pals. I dare say we had 500 with us during our march, all armed with something or other from the national *dah* (a cross between a cutlass and a butcher's cleaver) to a bit of bamboo surmounted by a bayonet that must have been aged when George the Third was King. Many of them are mounted on indescribable tats. They look upon us, I believe, as excellent fellows in one way, and would not be unwilling when pressed to let us have a share in the glory of the day. For pursuing a broken enemy, they are said to have done some excellent slaying, and for what might be described as the instinct of loot, why leave it to them. They mean so well and they have been for intelligence purposes and for generally lending a hand so useful, and in fact we have got so used to them that there would be, let us say, an aching void and sense of incompleteness if any expedition were to start without them. Yes, Myouk-let-be and his dusky warriors are an indispensable institution at Shwebo."

FATAL AFFRAY IN THE HARBOUR.

On Monday afternoon a fatal affray occurred on board one of Messrs. Blackhead & Co.'s lighters which was lying alongside the British steamer *Hampshire*. It appears that while the boatswain of the steamer, named Charles M. Davis, was on watch he observed a Chinese, named Chung Shui Fuk, running away with a bundle of firewood which Davis thought was the property of the ship, and in the performance of his duty he pursued the coolie, who took refuge in the lighter. Davis seized his man there and the latter resisted him; a struggle ensued, in the course of which the Chinaman either lost his balance or was thrown into the hold of the craft. The unfortunate man was stunned by the fall and rendered insensible; he was immediately carried on board the steamer, and restoratives were at once applied, which, however, did not prove of much avail, as the man died a few hours afterwards. A charge was laid by the friends of the deceased, in consequence of which Davis was arrested and brought up at the Magistracy yesterday morning on a charge of homicide, but the case was only formally called and remanded pending the Coroner's inquest on the body of the deceased.

CORONER'S INQUEST.

An inquest was formally opened at the Mortuary yesterday afternoon by the Coroner and a jury composed of Messrs. R. Lang, Geo. Lemon, and E. A. Obadaya, on the body of Chung Shui Fuk, who met his death as described above. The jurors having viewed the body the inquiry was adjourned to 2.30 p.m. to-day at the Magistracy.

VICTORIA LAUNDRY COMPANY, LIMITED.

An extraordinary meeting of the shareholders of the Victoria Laundry Company was held at the Hongkong Hotel yesterday "for the purpose of deciding the future of the Company." There were present—Captain Anderson (Chairman), Messrs. R. Fraser-Smith (Director), E. Georg, A. O'D. Gourdin, C. Grant, M. Falconer, D. R. Crawford, W. Legge, A. Johnston, M. B. Polishwalla, A. E. Vaucher, D. McCulloch, E. E. Dear, and R. C. Hurley (Secretary).

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Since our last meeting on 6th July events have developed so rapidly, and in such an extraordinary manner, that we are left no alternative but to ask your advice before proceeding further with the business. It will be remembered that the meeting held on 6th July was convened to decide in what way the loss resulting from breach of contract on the part of the Hongkong Steam Laundry Co., Ld., should be dealt with. It was ultimately agreed that the matter be settled by friendly arbitration amongst ourselves. With such an understanding, both in the interest of equity and economy, your Directors were surprised to receive on 24th July, without any notice or attempt on the part of the Hongkong Steam Laundry Co. to effect the agreement to friendly arbitration, a writ for $1,200 rent due from the 1st January to 1st July and for $2,047.50 amount of stores taken over. In response to this an affidavit was filed in the Supreme Court by Mr. R. C. Hurley, stating the circumstances of the case, and claiming as a set-off the sum of $4,000 for loss of business and profit actually sustained. This affidavit was accepted and permission granted to defend by the Chief Justice in Chambers. At this stage of the proceedings, to save time and expense, your Directors again pressed for arbitration. Whereupon Mr. John Macgregor was appointed by the Hongkong Steam Laundry Co., Ld., Mr. W. H. F. Darby acting on your behalf, finally resulting in the sum of $300 being considered and given as fair compensation for the loss of a whole season's business. I cannot read the schedule or letter I had intended to read, as the matter is still under trial. The Hongkong Steam Laundry Co., Ld., have already applied to have the award made an order of Court, which proceeding has also been set aside for the present. As there is every possibility of having the arbitration made void and the original suit being heard, your Directors wish to learn your views on the subject, and will be glad to hear any suggestions.

Mr. LEGGE—I at once rise to reply to your last statement, that there is every reason to believe the application to have the award made an order of the court will be set aside. You were summoned on Saturday week and you will have to appear not later than Thursday next. There is no further prospect of re-opening the arbitration.

Mr. FRASER-SMITH—We said nothing about that.

Mr. LEGGE—You said there was every prospect of the award being set aside.

Mr. FRASER-SMITH—The position stands thus. After some little trouble we got the questions in dispute submitted to arbitration to the two gentlemen whose names have been mentioned. They sent in an award last week, but it was an award we could not accept because it was not in conformity with the agreement under which the arbitration was carried out. The two gentlemen who were appointed arbitrators altogether misconstrued the terms of the trust reposed in them.

Mr. LEGGE—That is for the Chief Justice to determine.

Mr. FRASER-SMITH—You misunderstand me.

Mr. LEGGE—I quite understand. It is for the Judge to decide.

Mr. FRASER-SMITH—Wait a moment. I am not going to prejudge the case, only to give an explanation. The arbitrators were asked four questions, not one of which they answered, and we cannot accept the award. We took counsel's advice and the counsel says we are quite right. On that Captain Anderson is quite justified in saying there is every prospect of the arbitration being made void.

Mr. McCULLOCH—How many shareholders in this, the Victoria Laundry Company, are shareholders in the Hongkong Laundry Company?

The CHAIRMAN—Can you answer that, Mr. Hurley?

The SECRETARY—I am not quite prepared with an answer at the moment, but I think about half the shareholders in the Victoria Laundry are shareholders in the Hongkong Laundry Co.

Mr. McCULLOCH—The reason I ask the question is that it seems to be a question amongst ourselves. If there is any money left what is going to be done with it? Is it going to be chucked away for the benefit of the lawyers?

Mr. FRASER-SMITH—Gentlemen, Mr. McCulloch has asked what I consider a very sensible question and one I dealt with at our last meeting. I have also pointed out in conversation with the directors of the old Company the folly of the legal proceedings which have been instituted. It is simply wasting money, and I cannot help saying, now I am on my legs, the only chance of success this Company ever had has been completely spoiled by the obstruction we have met from the old company, and which I think we ought never to have met. It was all on the simple matter of this extra machinery. Whether it would have had the beneficial effect claimed for it is more than I can say, but I may say this, as a matter of right, as it was in our agreement, we ought to have had that machinery to give it a trial. On Thursday next this arbitration award will be brought, as Mr. Legge says, before the Judge in Chambers. If the award is not made void this company is virtually finished. If we win, as I trust and believe we shall, the case will have to come on in court, probably at considerable expense, an expense certainly to one side or the other.

Mr. McCULLOCH—It is the same thing, whichever wins.

Mr. LEGGE—Not quite.

Mr. FRASER-SMITH—If we go to court we are sure to win, if we only get $10. There is no doubt about a breach of contract having been committed; it is not denied; and whether we get $10 or $500 we will get costs.

Mr. CRAWFORD—Taxed costs.

Mr. FRASER-SMITH—But this is more to the point. After going into this matter very carefully I consider it would be an act of folly to continue the laundry any longer. It would be a waste of money. I certainly for one will not co-operate on the management for carrying on the laundry under present circumstances. I have gone into the figures as far as they have been supplied to me, and it is utterly impossible for the laundry as constituted to pay. I don't feel inclined, having been placed in trust for other people, to go on losing $300 or $400 a month, out of philanthropy, which is simply sentiment. Therefore I propose we suspend work until this case against the other company is finished, and then we can decide. I would say, finish what little work we have in hand and shut up the shop. We have no servants that we are tied to. I think the washermen are employed by the day, so we can send them away at once; and Mr. Hurley has a three months' notice, which he has very generously waived in case of the company being suspended. That is a proposal I feel conscientiously bound to make, gentlemen, as with our present machinery we are simply going on to lose from $300 to $500 a month, and you cannot help it. The most rigid economy has been applied, and loss has followed loss. Whether that new machinery would have made the difference it has been said it would I am not a sufficient expert to say, but I don't feel justified in allowing the Company to get further into debt without telling you plainly the state of affairs.

Mr. DEAR asked if the rent would be the only expense the Company would have if work was suspended.

Mr. FRASER-SMITH replied that that would be so, and the loss would then be limited to $200 a month.

Mr. LEGGE—As a shareholder in both the companies and a director of the old one I quite agree with Mr. Smith that it is time to close, but I think in justice to your customers you must give them, at the risk of a little more loss to this company and the old one, a little notice of when the concern will be closed. It is very well for you to talk about losing $200 instead of $500 by not working, but seeing you have not paid one penny of rent, or one penny for the stores you have used, I fail to see how you are losing $200 or saving it. It is not necessary to enter into the questions before the arbitrators. The questions—four—were drafted by your own Secretary and our Secretary. To meet your views we agreed to withdraw legal proceedings and submit the matter to arbitration. After proceedings under oath lasting from seven to eight hours, and hearing the evidence of our joint secretary, Mr. Johnston and myself, the arbitrators decided in our favour, allowing $300 to the Victoria Laundry Company for an avoidable detention of machinery. I myself pointed out there was an avoidable delay of six weeks.

Mr. FRASER-SMITH—We have not seen any award, decidedly nothing in your favour.

Mr. LEGGE—It is your lawyers' fault then. It was sent to your lawyers. The award was the total value of stores consumed with 7 per cent. interest from a certain date until to-day and $200 a month rent from the date of agreement.

Mr. FRASER-SMITH—These were never disputed.

Mr. LEGGE—Then we will leave the arbitration altogether.

Mr. FRASER-SMITH—Precisely.

Mr. LEGGE—Well, you brought it up, so I had to reply.

Mr. FRASER-SMITH—Then state facts.

Mr. LEGGE—I am stating facts.

Mr. FRASER-SMITH—We admit the indebtedness, but plead a set-off.

Mr. LEGGE—Are you aware you signed an agreement in which a clause occurred that both parties were bound by the arbitration?

Mr. FRASER-SMITH—Of course.

Mr. LEGGE—You are equally aware another clause stated it would be in the power of either party to make the award a rule of court should we think right.

Mr. FRASER-SMITH—That is according to the Ordinance.

Mr. LEGGE—I don't know anything about the Ordinance.

Mr. FRASER-SMITH—Oh, yes, that is according to the Ordinance.

Mr. LEGGE—Well, I won't tell you what we are going to do. I would only ask one question. Have you any funds?

Mr. FRASER-SMITH—We have a little.

Mr. LEGGE—Enough to go on with for a month?

Mr. FRASER-SMITH—I should say not, and that is the reason I am desirous of having the place closed.

Mr. GEORG—Do you mean to say all the money has been lost without paying any rent?

Mr. FRASER-SMITH—The amount lost is $4,307.

Mr. GEORG—Is that dead loss on working without rent?

Mr. FRASER-SMITH—It is dead loss on working including $200 a month rent.

Mr. GEORG—Where is that money?

Mr. FRASER-SMITH—What money?

Mr. GEORG—The $200 a month rent. Is it in the bank, or has it been expended in some other way?

Mr. FRASER-SMITH—It has been expended in some other way.

Mr. GEORG—What other way?

Mr. FRASER-SMITH—We paid $2,500 for a launch.

Mr. CRAWFORD—That is an asset.

Mr. LEGGE—Does the launch, which represents one of your principal assets, belong to the Victoria Laundry?

Mr. FRASER-SMITH—Certainly.

Mr. LEGGE—Without any claim upon it?

Mr. FRASER-SMITH—Yes; and there is another important asset; there are a large number of outstanding debts amounting to $2,650.

Mr. GEORG—That, together with the value of the launch, makes $5,000.

Mr. FRASER-SMITH—Yes; but on the other hand we have outstanding bills.

Mr. CRAWFORD—I don't quite understand how you answered Mr. Georg's question. You say you have lost $4,000 including $200 a month rent, and you have not paid the rent.

Mr. FRASER-SMITH—We have not paid it.

Mr. CRAWFORD—Mr. Georg's question is a very natural one. Where is the difference, the $1,800?

Mr. FRASER-SMITH—I am quoting from the company' accounts and these have been made up monthly, and the rent has been included as a matter of course.

Mr. CRAWFORD—Is there any account of the position of the company to be presented to us now to show how we stand?

Mr. FRASER-SMITH—I take it we are simply bankrupt.

Mr. LEGGE—Would a cheque for $500 be paid to-day?

Mr. FRASER-SMITH—Certainly not.

Mr. CRAWFORD said he had seen no accounts until he came into the room a few minutes ago, when some papers were put into his hand, from which he had been able to gather an idea of the position, but he thought there ought to be a proper statement.

Mr. GEORG asked what amount of capital had been subscribed, and was informed that the shares had not all been fully paid up; 250 shares were fully paid up, making $2,500, and on 175 shares $5 had been paid, making $875, or a total of $3,375.

Mr. GEORG—Mr. Smith says $4,000 have been lost on working, which would actually mean a debit balance.

Mr. FRASER-SMITH—Of course, but you are forgetting the $1,800 we have not paid, which is included in that $4,000. Will you second my proposal to suspend work on the 31st October, Mr. Legge?

Mr. LEGGE—I would put one more question, before I do so. Whose money do you wish us to spend in the attempt to break the arbitration?

Mr. FRASER-SMITH—Our own money.

Mr. LEGGE—Is there any?

Mr. FRASER-SMITH—Oh, there is enough to pay for that.

Mr. LEGGE—You have just answered me that a cheque for $500 would not be honoured.

Mr. FRASER-SMITH—It will not cost $100.

Mr. LEGGE—I don't know that.

Mr. FRASER-SMITH—I am telling you.

Mr. LEGGE—I object, as shareholder of the Victoria Laundry Company, to the money of the shareholders being spent in that way. I propose that no further money be spent in an attempt to get over the arbitration agreed to by both companies.

Mr. FRASER-SMITH—You cannot propose that while there is another proposition before the meeting. I propose that we suspend operations on the 31st October.

Mr. GEORG—That will be the finishing of the company at all events, because when the customers go away they will not come back.

Mr. FRASER-SMITH—Practically it will be the finishing of the company, but we cannot formally wind up now.

Mr. McCULLOCH—I beg to second Mr. Smith's proposal, and I hope the directors will call a meeting as soon as possible for the winding up.

Mr. CRAWFORD—I protest against that until we have been shown our position. You say, and have right to say that it is a losing concern, but I object to such a resolution being put until a statement of accounts has been put before us. As Mr. Georg very wisely said, the suspension of the company means its closing.

Mr. FRASER-SMITH—Practically it does, there is no doubt about it.

Mr. CRAWFORD—I don't suppose what I said will be seconded, but I protest against things being done without knowledge before us. If you directors say you are satisfied with that resolution I suppose it will be carried, but I protest against that resolution.

The SECRETARY said he was authorised to mention Mr. MacEwen's name. Mr. MacEwen's opinion was that a committee should be appointed by both companies to investigate the whole matter.

Mr. FRASER-SMITH—I don't see what better we should be for that.

The motion that operations be suspended on the 31st October was then put and carried *nem. com.*

Mr. LEGGE—I beg now to renew my proposition that no money belonging to the Victoria Laundry Company be expended in any legal attempt to break down the arbitration which was mutually agreed upon by both companies.

Mr. CRAWFORD—The other proposition being carried I second Mr. Legge's proposition.

Mr. McCULLOCH—Perhaps you would not mind doing it in this way—"That no money be spent, etc., without the sanction of the shareholders."

Mr. FRASER-SMITH—Your proposition is of no use, because we have already paid the lawyers.

Mr. LEGGE—I am quite aware of that. I have the information in my pocket. You were not going to tell the shareholders that fact. You have already briefed Mr. Francis.

Mr. FRASER-SMITH—I said we had retained counsel.

Mr. CRAWFORD—You said you had taken the advice of counsel.

Mr. McCULLOCH—It is only fighting our own shareholders and giving counsel so many dollars.

Mr. CRAWFORD—That may account for some of the expenditure of money.

The SECRETARY—In the event of that motion being carried I beg to propose a committee be formed composed of shareholders in both companies to investigate the whole affair. Such a proposition as Mr. Legge's cannot possibly be carried here. I know the feeling of many shareholders outside and they are very indignant indeed. I hold proxies for 140 shares and I am authorised to see the thing right through. They have seen from the papers the exact position of affairs and the manner in which we were treated, and they don't like the idea of giving it up in that way.

Mr. FRASER-SMITH asked Mr. Legge if he wanted his proposition put.

Mr. LEGGE—Yes.

Mr. FRASER-SMITH—It is tantamount to a vote of censure on the directors.

Mr. LEGGE—I am quite content to add that to it.

Mr. FRASER-SMITH—You know the position. There is a dispute on the arbitration. Without imputing anything to the arbitrators I may say they made a great mistake as to what they were asked to do. We have already retained Mr. Francis. The case has already been called in Chambers, and our opponents were put out of court with costs to start with, and it will come on on Thursday finally. We have arranged that. If you pass the resolution you cannot prevent us going that far. I am not so fond of spending money—and in this case it is partly my own and partly other people's—in feeing lawyers that I would do so if I did not think it necessary.

The motion that the Victoria Laundry Company spend no more money in legal expenses in attempting to set aside the arbitration without the sanction of the shareholders was then put and carried, seven voting for it and three against.

Mr. FRASER-SMITH—I call for a poll. I have proxies for 150 shares.

Mr. LEGGE—Don't spring any more mines, Mr. Smith.

Mr. FRASER-SMITH—That is not springing a mine. I claim a poll.

Mr. LEGGE—Oh! Then I will spring a mine on you about half-an-hour hence.

Mr. McCULLOCH—It is our own money; what are you going to do with it?

Mr. FRASER-SMITH—We have already taken certain steps, and those steps we are going to stand by.

Mr. CRAWFORD—That money is already expended. This resolution is only against expending any more money. As I have said, you have given us no accounts. If you give us accounts and show that by spending $500 we will get it back again we may authorise you to spend it.

Mr. McCULLOCH said Mr. Fraser-Smith proposed to use his proxies to oppose the shareholders who had come to the meeting.

Mr. FRASER-SMITH—If Mr. McCulloch or any one else can show us a sensible course to take in this matter we will be happy to take it. Our interests are yours.

Mr. GEORG—The most sensible course would be not to spend any more money.

Mr. CRAWFORD—That is what it comes to.

Mr. FRASER-SMITH—It comes to more. We have already gone so far we are bound to go on.

Mr. CRAWFORD—That means spending more money.

Mr. FRASER-SMITH—No.

Mr. CRAWFORD—Then there is no objection to it.

Mr. FRASER-SMITH—I should say there is very serious objection. If the award is given in our favour, and in the event of the Hongkong Laundry Company putting the thing in court, what would follow then?

Mr. GEORG—You might call another meeting of the shareholders.

Mr. FRASER-SMITH—Certainly we should.

Mr. GEORG—Well, that is what the resolution says.

Mr. McCULLOCH—I think you will find also that the shareholders of the other company will pass a similar resolution and prevent the directors spending their money.

Mr. LEGGE—In fact I don't mind stating we (the Hongkong Laundry Co.) have the money in the shape of the property, and the other side has none.

Mr. McCULLOCH—But you don't want that lost.

Mr. FRASER-SMITH—You have lost about $30,000 and we have lost $4,000.

The meeting then terminated, the demand for a poll being withdrawn.

THE INTER-PORT BOAT RACES AT SHANGHAI REGATTA.

The following account of the above races, from the *N. C. Daily News* of the 26th October, has been kindly telegraphed from Shanghai by the Eastern Extension Telegraph Company to the Victoria Recreation Club:—

The thanks of the rowing men of Shanghai as well as of all lovers of sport here are certainly due in a very high degree to the Victoria Recreation Club of Hongkong and to their representatives, who have travelled eight hundred miles and devoted a considerable amount of time and trouble to prepare themselves for a series of contests with our local oarsmen and scullers. That their zeal in the interest of aquatic sport has been appreciated by the members of the Shanghai Rowing Club was proved by the very hearty cheers which yesterday greeted their victory in the four-oar race, and to-day we believe they may look forward to an equally hearty reception on returning victorious from further contests. Unfortunately in the single sculls Mr. Glass, the representative of Hongkong, appeared not to have sufficiently mastered the intricacies of the course. From the first his steering was wild, and the loss of ground which this occasioned seems to have put him completely out of form. On a straight course he would probably have given Rudolph a harder tussle, though even under these conditions it seems likely that the Hongkong sculler would have discovered that he had his match in Shanghai.

The first race in which Hongkong and Shanghai were to compete against one another was regarded beforehand as a very open event, Rudolph having latterly improved greatly in form. Glass, the Hongkong representative, won the toss and took inside place, but Rudolph went off with a better start, and before the first corner was reached was a length ahead, Glass steering badly. In rounding the bend, however, Rudolph in his turn lost ground by a loose piece of steering, and when the corner was turned Glass had a short lead. Glass then steered across and nearly bored his opponent into the right bank, but Rudolph called out for room, and Glass at once changed his course, keeping in the middle of the river and then turning off into his own water. The two rowed very evenly for home for a little distance, Rudolph gradually gaining on and passing his antagonist. When about two lengths behind, Glass, who was again steering badly, touched the bank, and Rudolph, apparently not wishing to take advantage of this accident, waited a couple of strokes. Glass, however, failed to get away from the bank, and when opposite Dr. Winn's garden his scull again fouled ground, this time so heavily that the boat was capsized, and he was precipitated into the water. Rudolph accordingly paddled in winner of a victory which, judging by appearances, would probably have been his even had no such mishap occurred to his opponent.

The Shanghai Four were slightly the favourites for the four-oared race. The Hongkong men took the inside place, but did not start so well as their opponents, who got nearly a length's lead before reaching the sharp turn near the start. Little steered the Hongkong men very smartly round the Bend, and rowing in fine form they gained on the Shanghai team till at the mile boat they were leading slightly. The Shanghai boat kept close up with them for the next quarter of a mile, but the Hongkong men then began to pull rapidly away from them, till opposite the Boat House they had a lead of nearly four lengths. The Shanghai men appeared to decrease this lead slightly towards the finish, but Hongkong nevertheless won very easily. The visitors were heartily cheered on returning to the Boat House after their victory.

Time, 8min. 54sec.

The following are the results of the races yesterday as telegraphed to Mr. Lockhart:—

DOUBLE SCULLS.

Hongkong .... First.

HONGKONG FOURS.

Shanghai .... First.

POLICE COURT.

26th October.

BEFORE MR. N. G. MITCHELL-INNES.

ALLEGED HOMICIDE.

Charles M. Davis, boatswain of the steamer *Hampshire*, was charged with causing the death of a coolie named Chun Shui Fook, on board a lighter, on the 25th instant.

The case was remanded to Thursday, no evidence being taken.

FALSE EVIDENCE.

Abdool Rahman, watchman at Mr. Dorabjee's godown, East Point, charged Leung Asam with assaulting him, but his Worship, after hearing the evidence, discharged the defendant and fined the complainant $10, in default three weeks' hard labour, for giving false evidence.

UNLAWFULLY CARRYING ARMS.

Fung Afook was charged with two others not in custody, with stealing money and clothing to the value of about $2.30 from the person of Leung Aohat, at British Kowloon, on the 22nd instant.

Complainant said he was a hawker at Hungham. On the evening of the day in question he was on his way to that village from Yaumati, when he was attacked by three men of whom defendant was one, who stripped him naked and took away all his clothing and a few cents he had on him at the time. Defendant had a knife. Last night he was sent for to the Police Station, where he saw and identified the defendant.

P.C. Muir said he arrested the defendant near Hungham on Monday night. Defendant and another were following a respectable man. Defendant had the sword produced up his sleeve.

Defendant said the sword was for his protection. He had no night pass.

His Worship convicted defendant of unlawfully carrying arms, he not being the holder of a night pass, and fined him $100, in default six months' hard labour, the first and last fortnights to be in solitary confinement, and six hours in the stocks.

BEFORE MR. E. MACKEAN.

THE CHAIR NUISANCE.

A number of chair coolies were fined twenty-five cents each for rushing with their chairs at persons leaving the Victoria Hotel.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE CHAIR NUISANCE—A VOICE ON THE OTHER SIDE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I have seen in the public Press from time to time complaints of the annoyance caused by chairs rushing at people leaving the hotels. The Police, who always seem to rush from the extreme of do-nothingness to do-too-muchiness, seem now to have effectually driven the chairs away, for on several occasions lately when I have wanted a chair on leaving the Hongkong Hotel I have been unable to find one until I had walked some distance. Would it not be possible to allow chairs to remain on the stands near the hotels for the convenience of those who may want them and at the same time to prevent their rushing at people?—Yours, etc.,

MEDIAS RES.

Hongkong, 26th October, 1886.

THE ALLEGED OVERLOADING OF GRAIN STEAMERS.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR,—In your leading article of the 9th inst. you state that the line of business in which overloading is most likely to occur is the grain trade from Saigon. Would you object to name *one* case of overloading that you *know* about? Also tell me in what consists the better supervision the steamers of the "regularly established lines" receive at any of the northern Hoe ports? What supervision would you recommend to be taken here, that would carry a steamer safely through a typhoon? You are probably not aware that, in the instance you dwell upon, the *Ferntower* was not a full ship by 2,000 piculs. You likely do not know either that the *C. T. Hook*, lost in 1884, went to sea in remarkably good trim. Vessels can be and have been detained here for survey when suspected of being overladen, and proper vigilance is exercised at all times. That you have but a partial knowledge of the subject in question is shown by your proposal to deal with clear cases of overloading upon their arrival at your port; and, after a steamer has risen some five or six inches upon leaving the fresh water of this river, and after she has consumed some four or five days' coal, your "clear" cases would be difficult to find. When you consider the nature of and the number of the cargoes laden yearly at this port, and bring to mind the very few losses that have occurred, you must admit that your strictures are without ground.

There are insurance agents and surveyors at this port, who probably do not, for their own sakes, neglect their duties, as you unjustifiably intimate they do.—I remain, Sir, yours obediently,

T.

Saigon, 18th October, 1886.

FOOCHOW WINTER-RACES.

The following is the programme of the winter meeting to be held on the 13th, 14th, and 15th December, 1886.

FIRST DAY, 13TH DECEMBER.

THE STEWARDS CUP, (presented); value $100; for all China ponies; weights as per scale; entrance $5. Half a mile.

THE MAIDEN STAKES, of $10 each forced entry with $50 added; second pony $25; for Subscription Griffins at this meeting; weights as per scale. Three-quarters of a mile.

THE COMPRADORES' CUP, (presented); value—; for all China ponies; weights as per scale; entrance $10. Two Miles.

THE HACK STAKES, of $10 each with $50 added; for all China ponies not otherwise entered at this meeting except for the Cosmopolitan Cup; weights 7 lbs. over weight for inches; riders who have never won a race allowed 10 lbs. Half-a-mile.

THE STAND STAKES, of $10 each with $50 added; for all China ponies; weights as per scale; winner of the Stewards' Cup 7 lbs. penalty. Three-quarters of a mile.

THE HAEKWAN CUP, (presented), value Tls. 100; for all subscription Griffins at this and previous meetings; weights as per scale; winners of one race 7 lbs. extra, of two or more 10 lbs. extra; entrance $5. One mile.

THE HONGKONG CUP, (presented); value $200; for all China ponies; weights as per scale; winner of the Compradores' Cup 7 lbs. extra; entrance $10. One mile and a half.

SECOND DAY, 14TH DECEMBER.

THE RACING STAKES, of $10 each with $50 added; for all China ponies; winners of a race at this meeting 7lbs. extra, (of two races 10lbs. extra; previous non-starters 7lbs. extra; Three-quarters of a mile.

THE TEA MERCHANTS' CUP, (presented by the Teamen); for all China ponies; weights as per scale; winners of a race at this meeting 7lbs. extra; of two races 10lbs. extra; entrance $10. One mile and three-quarters.

THE CHAASZE CUP, value $200; second pony $50; for subscription Griffins at this meeting; weights as per scale; forced entry $10. One mile and a half.

THE LOTTERY CUP, (presented); value $150; second pony $50; for all China ponies; weights as per scale; winners in Shanghai in 1886 7lbs. penalty; entrance $10. One mile.

THE MIN STAKES, of $5 each with $50 added; for all China ponies; weights as per scale; winners at this meeting 10 lbs. extra. Half a mile.

THE FOOCHOW STAKES, of $10 each; a forced entry for all China ponies entered at this meeting except those entered only for the Hack Stakes or Cosmopolitan Cup and optional for subscription Griffins at this or previous meetings; first pony to receive seventy per cent., second pony twenty per cent., third pony ten per cent.; weights as per scale. One mile and a quarter.

THE WINTER STAKES, of $5 each with $50 added; weights as per scale; for all ponies first raced in Foochow; winners at this or previous meetings 7 lbs. extra. Seven furlongs.

THIRD DAY, 15th December.

THE FAIROFFER CHALLENGE CUP, for all China ponies; to be won two years consecutively by a pony or ponies the *bond fide* property of the same owner or owners; weight for inches as per scale; entrance fee $10; one half of the entrance fees to be added to the Cup until finally won, and the other half to go to the first pony. One mile and a half.

THE MANCHU STAKES, of $10 each; weights as per scale; for all non-winning subscription Griffins at this meeting. One mile.

THE LADIES' PURSE, (presented); for all Fohkien owned ponies; weights as per scale; winners at this meeting 7 lbs. extra; entrance $5. Once round.

THE SUBSCRIPTION GRIFFIN CHAMPIONS, a forced entry for subscription Griffins at this meeting of $10 with $50 added to first pony; second pony to receive $25; weights as per scale; winners of two races $15 extra, of more than two races $40 extra. One mile and a quarter.

THE LEDGER CUP, (presented); first pony to receive $100; second pony $25; for all China ponies; weights as per scale; winners of one race during the meeting 10 lbs. extra, if of two or more 14 lbs. extra; entrance $5. Once round and a distance.

THE CONSOLATION CUP, value $100; second pony $25; for all *bona fide* beaten ponies that have run at this meeting; weights as per scale; entrance $5. One mile.

THE CHAMPION STAKES, of $10 each with $100 added; a forced entry for winners; (excepting winner of the Hack Stakes, Consolation Cup and subscription Griffins at this meeting); winners of two races at this meeting $15 extra, of more than two races $40 extra; weights as per scale. One mile and a quarter.

THE COSMOPOLITAN CUP, (presented); value $—; for hacks and subscription griffins at this or previous meetings; catch weights over 11st. 4lbs. To be ridden by residents of Amoy and Foochow, and officers of the Army and Navy; entrance $5. Three-quarters of a mile.

TREATY REVISION IN JAPAN.

The following article appeared in the leading columns of *The Times* on August 28th:—

A correspondent at Tokyo, to whom we have been indebted in past times for various interesting letters on the treaty question in Japan, this morning relates the course which the very important deliberations of the interested Powers have lately taken in the matter, and the conclusions to which their representatives have arrived. The Conference which has been sitting in Japan was adjourned till October 5th, to give time to the various representatives to receive instructions from their Governments; but it is believed in Japan that the difficulties in the way of a revision of the treaties have been practically removed. It will be remembered, by those who read the letters and articles which we published in August and in March last, that the Japanese have long entertained the very reasonable desire to free themselves from the treaties which have bound them ever since the Revolution. Those treaties, which drew a hard-and-fast line between certain ports and the rest of Japan, and which established consular jurisdiction for the trial of all cases against foreigners, were all very well a quarter of a century ago when Japan was only just emerging from barbarous isolation, but they are felt to be both inconvenient and humiliating now. They have been a bar put in the way of the development of Japan. They have crippled its trade and have offended its dignity. Japan is a country which has advanced in the path of civilization at an unprecedented rate, and the treaties have been found to be as much out of place as would be a set of rules that would keep a very clever boy in the lowest class at school because he happened to be younger than his companions. What Japan has long desired almost all the seventeen interested Powers have been willing to grant, with the important exception of England. Moved chiefly by the resistance of the English merchants at the privileged ports and cities, successive English Governments declined to abandon the treaties; and then, when English policy changed, the course of proceedings adopted was so cumbrous that many persons urged Her Majesty's Government to withdraw altogether from the treaties, leaving other nations to follow or not, as they might choose. Fortunately, this invidious course has been rendered unnecessary. The Conference appears to have paved the way; and the harmonious co-operation of the English and German Ministers has done the rest. That matters are yet settled it would be rash to say, but it is, at all events, plain that the high Japanese authorities believe them to be so. The Mikado, at all events, has invited Sir Francis Plunkett, our Minister, to an audience, has addressed him in the very satisfactory words which our correspondent quotes, and has ended with an announcement that will cause widespread curiosity and interest throughout this country. He has announced his intention of sending the Prince of Wales the Imperial Order of the Chrysanthemum. This poetically-named decoration is the highest that the ruler of Japan can bestow; and it is worn by none but a few Royal personages and Prince Bismarck. No doubt, the mark of the Mikado's friendship will be as welcome to the Court as to the people of Great Britain.

The settlement of the thorny question of the treaties—if we are to assume that it is a settlement—is the work of our Minister, Sir Francis Plunkett, and of the recently appointed representative of Germany, Baron von Holleben. The latter came out with liberal instructions, and has throughout shown himself as anxious to work well with the British Representative as could be desired. The result has been the preparation of a plan closely resembling the rejected Japanese plan of 1882. After a certain number of years the jurisdiction clauses of the treaties are to be allowed to lapse, but up to that time new courts are to be established for the trial of foreigners in serious cases. These are to be under the Japanese authorities, and the Judges are to be appointed by them; but half the Judges are for the present to be foreign. Except for this distinction, the position of foreigners all over Japan is to be assimilated to that of natives in all matters affecting civil status—that is to say, they can hold land and houses, can reside, and trade as freely as the subjects of the Mikado. But at the treaty settlements, nothing is for the present to be altered. Those Europeans and Americans who choose to reside there and to do their business on the old lines will be at liberty to do so; and for them the present consular jurisdiction will be kept up. This "dual status," however, is only to last three years. After that foreigners and Japanese subjects will be equal in all respects, except that the special courts will continue to sit for twelve years more. In return for the large advantages thus conferred on foreigners, the Japanese Government asks to be allowed to reform its tariff; and the request is not unnatural, since the expense of the new arrangements, of the appointment of 25 foreign Judges, and of the training of many subordinate officials will be considerable. There is a difference of opinion as to the time when the new tariff is to come into operation. The Japanese want to begin at once; England answers that the tariff and the new jurisdiction should begin simultaneously—that is, at the beginning of 1889. The Japanese plea is that her expenses incurred under the treaties have been so great that she should not be forced any longer to hold her hand in fiscal matters. "Interminable negotiations," says our correspondent "complicated by the terrible difficulty of reconciling the conflicting interests of a host of treaty Powers, have barred her title so effectually that, after spending millions of dollars upon an extensive system of lighthouses, light-ships, buoys, and beacons, she has not been allowed to levy a cent in the shape of tonnage dues upon foreign vessels entering her ports." There seems to be a good *prima facie* case for the immediate grant of permission to revise the tariff. The Japanese Minister in London will doubtless do his best to establish his country's claim to the satisfaction of Lord Iddesleigh.

Our correspondent speaks emphatically of the good that has been already done to the position of England in the affections of Japan by the course which the negotiations have taken. We have recovered, it would seem, all the influence that we possessed in old times, before we began to pose as the sole and immovable opponent of treaty reform. The Japanese, naturally inclined to be friendly with us, have eagerly taken advantage of our concessions, and are now in a fair way to follow the lead of England in all the important matters in which our common Oriental interests may involve the two nations. But, of course, it must not be all at once assumed that the amended regulations that we have described are certain to be ratified. England, Germany, and the United States, the three nations most largely interested in the trade of Japan, are fully agreed; and it appears probable that Austria, Italy, and many of the smaller Powers will follow in their train. But there may be difficulties with one or two other Powers, notably with Russia and France. Political considerations will guide their action; and just now it is eminently uncertain which way those considerations will lead. Will Russia, adopting the same position of antagonism to England in Japan that she has adopted in Afghanistan and elsewhere, refuse to abandon the old treaties? Will France, irritated by the *rapprochement* of England and Germany and anxious to conciliate Russian favour, act in the same way? It is impossible to say; but, if these nations do adopt such a course, it will be necessary to proceed without their co-operation. The probability is that Japan would proceed to make treaties with the larger group, and would leave with the two malcontents the responsibility of taking advantage, under the favoured-nation clause, of Japan's concessions without giving in exchange the equivalent to which their fifteen associates had agreed. It can hardly be supposed, however, that two self-respecting nations would consent to incur the odium of such a course; and if they do not, there seems to be nothing to prevent Japan's finally emerging, a little more than two years hence, from the restraints imposed by those who have kept her so long *in statu pupillari*.

COMMERCIAL INTELLIGENCE.

TUESDAY, 26th October.

EXPORT CARGO.

Per steamship *Glenorchy*, sailed on the 21st October:—For London—20,223 lbs. congou, 26,145 lbs. scented orange pekoe, 30,786 lbs. scented caper, 5 cases silk piece goods, 252 casks ginger, 303 packages canes, 18 packages straw braid, 10 packages bristles, and 6 packages sundries.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 3/2¼
Bank Bills, on demand 3/2¾
Bank Bills, at 30 days' sight 3/2⅞
Bank Bills, at 4 months' sight 3/3⅛
Credits, at 4 months' sight 3/3¼
Documentary Bills, at 4 months' sight 3/3½

ON PARIS.—
Bank Bills, on demand 4.07
Credits, at 4 months' sight 4.16

ON NEW YORK.—
Bank Bills, on demand 78½
Credits, 60 days' sight 79¾

ON BOMBAY.—
Telegraphic Transfer 221½
Bank, on demand 222¼

ON CALCUTTA.—
Telegraphic Transfer 221½
Bank, on demand 222¼

ON SHANGHAI.—
Bank, at sight 71⅜
Private, 30 days' sight 72¼

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—165 per cent. premium.
Union Insurance Society of Canton, Limited—$89 per share, ex div., sellers
China Traders' Insurance Company's Shares—$70 per share, sales.
North China Insurance—Tls. 300 per share.
Yangtsze Insurance Association—Tls. 118 per share.
Chinese Insurance Company, Limited—$180 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$87½ per share.
Hongkong Fire Insurance Company's Shares—$440 per share.
China Fire Insurance Company's Shares—$90 per share, sales.
Hongkong and Whampoa Dock Company's Shares—114½ per cent. prem., sellers.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$80 per cent. prem.
Indo-China Steam Navigation Co.'s Shares—Par, sellers.
China and Manila Steamship Company, Limited—30 per cent. discount, nominal.
Douglas Steamship Company, Limited—$48 per share, ex div.
Hongkong Gas Company's Shares—$125 per share.
Hongkong Hotel Company's Shares—$186 per share.
China Sugar Refining Company, Limited—$104 per share.
Luzon Sugar Refining Company, Limited—$58 per share, sellers.
Hongkong Ice Company's Shares—$40 per share, sales.
Hongkong and China Bakery Company, Limited—$120 per share.
Perak Tin Mining and Smelting Company—$10 per share.
Punjom and Sunghie Dua Samantan Mining Company, Limited—$10 per share, sellers.
Perak Sugar Cultivation Company—Tls. 18 per share.
Hongkong Rope Manufacturing Company, Limited—$52 per share.
Hongkong and Macao Glass Manufacturing Co., Limited.—60 per cent. discount.
A. S. Watson & Co., Limited—30 per cent. premium.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—7 per cent. premium.
Chinese Imperial Loan of 1884 C—8 per cent. premium.
Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 26th.

Barometer—9 A.M.	30.000
Barometer—1 P.M.	29.930
Barometer—4 P.M.	29.900
Thermometer—9 A.M.	76
Thermometer—1 P.M.	80
Thermometer—4 P.M.	81
Thermometer—9 A.M. (Wet bulb)	75
Thermometer—1 P.M. (Wet bulb)	76
Thermometer—4 P.M. (Wet bulb)	77
Thermometer—Maximum	81
Thermometer—Minimum (over night)	76

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.86	29.97	29.88
Temperature	80	78	78
Humidity	74	80	80
Direction of wind	E.S.E.	E.N.E.	E.
Force of wind	1	3	3
Weather	b.	c.	c.
Rain	—	0.03	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 26th October, 1886.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SUEZ CANAL	Chingwo (str.)	Hongkong	Arnhold, Karberg & Co.	On or about 2nd Nov.
LONDON via SUEZ CANAL	Titan (str.)	Hongkong	Butterfield & Swire	On 30th inst.
LONDON via SUEZ CANAL	Glenfinlas (str.)	Hongkong	Jardine, Matheson & Co.	On or about 3rd Nov.
LONDON AND HAMBURG	Papa	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG	Glamorganshire (str.)	Hongkong	Adamson, Bell & Co.	On or about 4th Nov.
HAMBURG, & PORT of CALL	Nurnberg (str.)	......	Melchers & Co.	On 1st Nov., at Noon.
HAMBURG	Cosmo	Hongkong	Eduard Schellhass & Co.	Quick despatch.
HAMBURG DIRECT	Livingstone	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG, &c.	Massalia (str.)	Hongkong	Siemssen & Co.	To-day, at 10 A.M.
HAVRE AND LONDON	Zouave	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND LONDON	Naupactus	Hongkong	Carlowitz & Co.	Quick despatch.
TRIESTE, &c.	Orion (str.)	......	O. Bachrach	On 2nd Nov., at Noon.
MARSEILLES via SAIGON, &c.	Djemnah (str.)	......	Messageries Maritimes	On 2nd Nov., at Noon.
MARSEILLES via SINGAPORE, &c.	Bormida (str.)	......	Carlowitz & Co.	On or about 10th Nov.
SAN FRANCISCO via Y'HAMA	Gaelic (str.)	......	O. & O. S. S. Co.	On 13th Nov., at 3 P.M.
SAN FRANCISCO via Y'HAMA	City of Rio (str.)	......	P. M. S. S. Co.	On 2nd Nov., at 3 P.M.
SAN FRANCISCO	T. F. Oakes	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Benjamin Sewall	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Revolving Light	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Grandee	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	George Curtis	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Penobscot	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Antioch	Hongkong	Russell & Co.	Quick despatch.
SYDNEY AND MELBOURNE, &c.	Tannadice (str.)	Hongkong	Russell & Co.	To-morrow, at 4 P.M.
SYDNEY & MELBOURNE, &c.	Whampoa (str.)	Hongkong	Butterfield & Swire	On 30th inst., at 4 P.M.
SYDNEY & MELBOURNE	Afghan (str.)	......	Gibb, Livingston & Co.	Quick despatch.
YOKOHAMA via NAGASAKI, &c.	Teheran (str.)	Hongkong	P. & O. S. N. Co.	On 30th inst., Daylight
KOBE AND NAGASAKI	Roehampton (str.)	......	Gibb, Livingston & Co.	On 30th inst., at 5 P.M.
YOKOHAMA	Hampshire (str.)	Hongkong	Russell & Co.	On 30th inst., at 3 P.M.
BATAVIA, SAMARANG, &c.	Bantam (str.)	Hongkong	Jardine, Matheson & Co.	On or about 30th inst.
CALCUTTA via STRAITS	Taisang (str.)	Hongkong	Jardine, Matheson & Co.	On 2nd Nov., at 3 P.M.
SINGAPORE AND LONDON	Benvenue (str.)	Hongkong	Gibb, Livingston & Co.	On or about 27th inst.
TIENTSIN via SWATOW, &c.	Kwongsang (str.)	Hongkong	Jardine, Matheson & Co.	To-day, at 4 P.M.
SHANGHAI	Loosang (str.)	Hongkong	Jardine, Matheson & Co.	To-day, at 4 P.M.
AMOY AND SHANGHAI	Diomed (str.)	Hongkong	Butterfield & Swire	To-day, at 10 A.M.
SHANGHAI via AMOY	Ajax (str.)	Hongkong	Butterfield & Swire	On 2nd Nov.
SHANGHAI via AMOY	Bellerophon (str.)	Hongkong	Butterfield & Swire	On 30th inst.
MANILA	Esmeralda (str.)	Hongkong	Russell & Co.	To-morrow, Daylight.
SWATOW AND BANGKOK	Taichiow (str.)	Hongkong	Yuen Fat Hong	To-day, at 10 A.M.

HONGKONG TIDE-TABLE.

27TH OCTOBER TO 2ND NOVEMBER, 1886.

Day of Week.	Day of Month.	High Water: Hongkong Mean Time (h m)	High Water: Height (ft. in.)	Low Water: Hongkong Mean Time (h m)	Low Water: Height (ft. in.)
W.	27	m 8 58	4 4	m 2 28	—0 8
		8 41 a	5 7	2 20 a	0 8
Th.	28	m 9 41	4 1	m 3 16	—0 8
		9 24 a	5 10	3 3 a	0 11
F.	29	m 10 39	3 10	m 4 5	—0 10
		10 0 a	5 11	3 39 a	1 2
Sat.	30	m 11 31	3 6	m 4 55	—0 10
		10 34 a	5 10	4 14 a	1 6
S.	31	0 27 a	3 2	m 5 46	—0 9
		11 11 a	5 7	4 50 a	1 10
M.	1	1 31 a	2 10	m 6 39	—0 6
		11 47 a	5 3	5 28 a	2 1
Tu.	2	3 3 a	2 9	m 7 32	—0 2
				6 10 a	2 6

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5,595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

25th October, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Manila	29.81	83	75	SW	1	o	—
Haiphong	29.78	84	—	SE	—	b	—
Hongkong	29.88	80	74	ESE	1	b	—
Amoy	29.79	79	76	SE	4	o	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.99	68	94	NE	4	op	—
Nagasaki	29.94	—	—	NE	1	—	0.31
Wladivostock	29.69	52	—	SE	1	r	—

26th October, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain last 24 hours.
Manila	29.91	84	72	WSW	1	cf	—
Haiphong	—	84	—	S	—	o	—
Hongkong	29.97	78	80	ENE	3	o	0.03
Amoy	30.02	77	77	NE	3	o	0.02
Foochow	—	—	—	—	—	—	—
Shanghai	30.00	69	86	NE	2	c	—
Nagasaki	30.00	—	—	NE	1	—	—
Wladivostock	29.91	53	100	—	0	f	—

The Barometer is steady and gradients continue very slight. The temperature and humidity are high and the weather cloudy.

W. DOBERCK.

Hongkong Observatory, 26th October, 1886.

利 全

CHUN LEE,
DRAPERS, HOSIERS,
HABERDASHERS,
MILLINERS, TAILORS AND DRESSMAKERS.
No. 3, LYNDHURST TERRACE. [1593

NOTICE.

THE Undersigned is prepared to give LESSONS in Mandarin and Cantonese Dialects, he understands English well and is also able to undertake the Translation of Documents from Chinese into English or vice-versa. He was Sub-Manager of the Canton Arsenal for 12 years, and is thoroughly conversant with Chinese etiquette.

Apply to Mr. FUNG A-SUI of the YAN WOO Co., No. 6, Cleverly Street, or YIU HING AMMUNITION SHOP, No. 184 & 186, Queen's Road.

POON MING QUA, JR.

Hongkong, 28th September 1886. [1857

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THIS Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at KOWLOON, Land, and Store GENERAL CARGOES, in FIRST CLASS GRANITE GODOWNS at 30 Cents per ton weight or measurement, including SEVEN Days Free Storage:—

Wharfage for Craft under 375 feet...$60.00
" " over 375 feet...$75.00

and also Undertake the Re-shipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 3 at 8 Cents per package.

FERRY.

One of the Company's Steam Launches will Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to and fro FREE OF CHARGE.

LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00, 1.00 P.M., 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, and 11.30.

LEAVES HONGKONG,
6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30, 11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 11.00, 12.00.

For Further Particulars, &c.,
Apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street.

Hongkong, 6th May, 1886. [952

CUTLER, PALMER & Co.

The well known Wine Shippers to China,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.
"INVALIDS," & AMOROSO, SHERRY.
MANZANILLA SHERRY—very pale & dry
WHITE SEAL SHERRY—very popular in China in consequence of its softness and purity.
These Sherries are also shipped in Jars containing 4 gallons.
"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.
SCOTCH WHISKY—of several sorts, viz:
In square bottles—Napier Johnstone's.
In round bottles—C. P. & Co.'s, "Heart shaped label."
In round bottles—The celebrated Glenlivet
IRISH WHISKY—only the best.
COGNAC—The popular * * * * now necessarily dearer, because of low exchange.
* * * Quality, the next best and not a bad substitute for 4 Star.
* * Quality, of age equal to Henessys and cheaper. [1596

VESSELS ON THE BERTH.

THE "BEN" LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

THE British Steamer

"BENVENUE,"

Captain Thoms, will be despatched as above on or about the 27th instant.

For Freight, &c., apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2[illegible]ber, 1886. [2004

FOR SINGAPORE, HAVRE, AND HAMBURG, via SUEZ CANAL.

(Taking Cargo through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN).

THE Steamship

"MASSALIA,"

Captain G. Pewill, will be despatched for the above Ports TO-DAY, the 27th inst., at TEN A.M.

For Freight, &c., apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 18th October, 1886. [1972

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"TAICHIOW,"

Captain J. Nevill, will be despatched for the above Ports TO-DAY, the 27th instant, at TEN A.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 26th October, 1886. [2015

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN, via SWATOW AND CHEFOO.

THE Company's Steamship

"KWONGSANG,"

Captain Wood, will be despatched as above TO-DAY, the 27th inst., at FOUR P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th October, 1886. [2012

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship

"LOOSANG,"

Captain Sawer, will be despatched as above TO-DAY, the 27th inst., at FOUR P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th October, 1886. [2002

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"TANNADICE,"

Captain Craig, will be despatched for the above Ports TO-MORROW, the 28th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 15th October, 1886. [1959

POSTPONEMENT OF DATE OF DEPARTURE.

STEAM TO YOKOHAMA via NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

Taking Cargo on through Bills of Lading to VLADIVOSTOCK AND CHEMULPO.

THE P. & O. S. N. Co.'s Steamship

"TEHERAN,"

will leave for the above place on SATURDAY, the 30th instant, at DAYLIGHT, instead of as previously advertised.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 26th October, 1886.

UNION LINE.

FOR YOKOHAMA DIRECT.

THE Steamship

"HAMPSHIRE,"

Captain Kerruish, will be despatched for the above Port on SATURDAY, the 30th instant, at THREE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 26th October, 1886. [2016

THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, & NEW ZEALAND).

THE British Steamer

"AFGHAN,"

Captain Roy, shortly due with part Cargo from JAPAN and FOOCHOW, will have quick despatch as above.

The Steamer has excellent Accommodation for First Class Passengers. [2017

FOR KOBE AND NAGASAKI.

(Calling at YOKOHAMA IF INDUCEMENT OFFERS).

The British Steamer

"ROEHAMPTON,"

Captain Sanderson, will be despatched as above on SATURDAY, the 30th inst., at FIVE P.M.

The Steamer will load for the Colonies from JAPAN leaving KOBE about the middle of next month.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 26th October, 1886. [2018

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE via FOOCHOW.

THE Company's Steamship

"WHAMPOA,"

Captain Hunt, will be despatched as above on SATURDAY, the 30th inst., at FOUR P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1886. [1942

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI via AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"BELLEROPHON,"

Captain Guthrie, will be despatched as above on SATURDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1886. [1999

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"TITAN,"

Captain Brown, will be despatched as above on SATURDAY, the 30th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1886. [1888

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOURABAYA, via SAIGON AND SINGAPORE.

THE Company's Steamship

"BANTAM,"

Captain Blomberg, will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 25th October, 1886. [2011

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"ORION,"

Captain G. Mattiazzi, will be despatched as above on the 2nd November, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 20th October, 1886. [388

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"TAISANG,"

Captain Davies, will be despatched for the above Ports on TUESDAY, the 2nd November, at THREE P.M.

This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th October, 1886. [2010

FOR LONDON via SUEZ CANAL.

THE Steamship

"GLENFINLAS,"

Captain Jacobs, will be despatched as above on or about the 3rd November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 22nd October, 1886. [1998

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLAMORGANSHIRE,"

D. Davies, Commander, will be despatched for the above Ports on or about the 4th November.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th October, 1886. [1778

NAVIGAZIONE GENERALE ITALIANA FLORIO AND RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.

(Taking Cargo at through rates to all MEDITERRANEAN and LEVANTINE PORTS, ODESSA, and ALEXANDRIA, and also to NEW YORK and BUENOS AYRES (MONTEVIDEO).

THE Company's Steamship

"BORMIDA,"

will be despatched as above on or about the 10th November.

To be followed by the "D. BALDUINO" on or about the 3rd December.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 26th October, 1886. [1175

FOR SAN FRANCISCO.

THE 100 A I American Ship

"T. F. OAKES,"

Clift, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 7th September, 1886. [1733

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

THE Company's Steamship

"NURNBERG,"

Captain Berdrow, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port on MONDAY, the 1st day of November, 1886, at NOON, instead of as previously notified.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 31st of October, 1886. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Company is prepared to grant Policies of Insurance on Treasure and Cargo shipped by their own steamers.

For Further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 26th October, 1886. [1495

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO, LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON TUESDAY, the 2nd November, at NOON, the Company's Steamship "DJEMNAH," Commandant Mace, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 1st November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st October, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, via Yokohama, on TUESDAY, the 2nd November, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 13th October, 1886.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS,

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 13th November, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 22nd October, 1886.

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"PENOBSCOT,"

O. G. Eaton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 22nd September, 1886. [1823

FOR HAMBURG DIRECT.

(WITH OPTION OF CALLING AT HAVRE.)

THE 3/3 L II German Bark

"LIVINGSTONE,"

Steffens, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 14th October, 1886. [1946

VESSELS ON THE BERTH.

FOR HAVRE AND LONDON.

THE A I American Ship

"ZOUAVE,"

R. C. Soper, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1886. [1712

FOR HAVRE AND LONDON.

THE 3/3 L II British Ship

"NAUPACTUS,"

Sauders, Master, will load for the above Ports and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 10th September, 1886. [1753

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark

"PAPA,"

Henne, Master, will load for the above Ports and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 11th October, 1886. [1930

FOR HAMBURG.

THE 3/3 L II British Barque

"COSMO,"

Bennett, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

EDUARD SCHELLHASS & Co.

Hongkong, 1st September, 1886. [1595

FOR NEW YORK.

THE 3/3 L II American Ship

"GEORGE CURTIS,"

Captain Sproul, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 28th August, 1886. [1662

FOR NEW YORK.

THE 3/3 L II American Bark

"ANTIOCH,"

Remingway, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 12th October, 1886. [1935

FOR NEW YORK.

THE 3/3 A II British Ship

"REVOLVING LIGHT,"

Durkee, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 7th August, 1886. [1536

FOR NEW YORK.

THE 3/3 L II American Ship

"GRANDEE,"

Evans, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 15th October, 1886. [1952

FOR NEW YORK.

THE 3/3 A I.I. American Ship

"BENJAMIN SEWALL,"

S. R. Ulmer, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 5th August, 1886. [1530

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANTOINETTE, Brit. bk., Bengo.—Melchers & Co.
BASUTO, Brit. bk., W. Matthews.—Order.
BENJAMIN SEWALL, Amr. sh., Ulmer.—Pustau & Co.
CHOW CHOW-FOO, Ger. str., Wendt.—Chinese.
EUPHRATES, Brit. sch., Edwards.—Russell & Co.
FALKENBERG, Ger. str., Dreyer.—Melchers & Co.
F. B. FAY, Amr. bk., Pettigrove.—Pustau & Co.
F. H. DREWS, Ger. bk., Rothbart.—Captain.
HAMPSHIRE, Brit. sch., Kerruish.—Russell & Co.
HARVESTER, Amr. ship, Taylor.—Order.
MASSALIA, Ger. str., Peterson.—Siemssen & Co.
MELITA, Ger. str., Morck.—A. R. Marty.
PAPA, Ger. bk., C. L. Henne.—Siemssen & Co.
REMBRANDT, Amr. ship, Paine.—Order.
REVOLVING LIGHT, Brit. sh., Durkee.—Carlowitz & Co.
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TANNADICE, Brit. str., Craig.—Russell & Co.
TANTALLON, Brit. str., Partrige.—Takasima Colliery.
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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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Hongkong, 23rd August, 1886. [1631

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Hongkong, 21st September, 1886. [1810

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$14..........per case of 2 dozen pints.

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$5..........per case of 1 dozen quarts.

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Hongkong, 1st January, 1884. [19

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Hongkong, 1st January, 1886. [71

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Hongkong, 21st October, 1886. [914

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THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

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Hongkong, 27th March, 1876. [9

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ESTABLISHED 1805.

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Hongkong, January, 1882. [997

NOTICE.

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Hongkong, 20th May, 1881. [16

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The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [11

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ....at ¼ / Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ¼ %. Net per Annum.
On Coals ....at 1 %. Net per Annum.
On Petroleum in licensed Godowns ......at 1½ %. Net per Annum.
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Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [13

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GILMAN & Co.

Hongkong, 1st January 1882. [14

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [184

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [697

AMICABLE INSURANCE OFFICE, LIMITED, (OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th September, 1886. [1852

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %, nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [744

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

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BOARD OF DIRECTORS.
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The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

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WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,

Hongkong, 14th March, 1881. [1781

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

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Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

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Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [10

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 21st October, 1886.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.25 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.15 ,,	9.00 ,,	10.15 ,,
9.40 ,,	*10.20 ,,	10.30 ,,	10.45 ,,
*10.40 ,,	10.55 ,,	11.00 ,,	12.00 NOON.
11.15 ,,	12.25 P.M.	12.25 P.M.	1.15 P.M.
12.45 P.M.	1.00 ,,	1.25 ,,	1.55 ,,
1.25 ,,	1.56 ,,	2.25 ,,	2.55 ,,
2.20 ,,	2.55 ,,	3.25 ,,	3.55 ,,
3.25 ,,	3.55 ,,	4.10 ,,	4.25 ,,
4.10 ,,	4.25 ,,	4.50 ,,	5.10 ,,
4.50 ,,	5.10 ,,	5.25 ,,	5.40 ,,
5.25 ,,	5.40 ,,	5.55 ,,	6.15 ,,
5.55 ,,	6.15 ,,	6.30 ,,	6.45 ,,
6.30 ,,	6.15 ,,	7.00 ,,	
7.00 ,,			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

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YEE SUNG & Co.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SUNG & Co.,
No. 68, PRAYA. [680

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *Gaelic*, with the American mail of the 30th ultimo, left Yokohama on the 22nd, and is due here on or about the 28th instant.

THE FRENCH MAIL.

The Messageries Maritimes steamer *Saghalien*, with the next outward French mail, leaves Saigon on the 27th at noon, and may be expected here on or about Sunday, the 31st instant.

STEAMERS EXPECTED.

The D. D. R. steamer *Niobe* left Singapore on the afternoon of the 18th, and is due here on or about the 27th instant.

The Glen Line steamer *Glenearn* left Singapore on the 22nd, and is due here on the 28th instant.

The O. S. S. Co.'s steamer *Bellerophon* left Singapore on the morning of the 22nd, and is due here on the 28th inst.

The C. N. Co.'s steamer *Changsha* left Singapore on the afternoon of the 22nd, and is due here on or about the 28th inst.

The D. D. R. steamer *Electra* left Singapore on the afternoon of the 23rd, and may be expected to arrive here on the 30th instant.

The Ocean Steamship Company's steamer *Ajax* left Singapore on the afternoon of the 25th, and is due here on the 31st inst.

The E. & A. S. S. Co.'s steamer *Catterthun* left Port Darwin on the 22nd October, and may be expected here on or about the 1st November.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow and Bangkok.—Per *Taichiow*, to-day, the 27th inst., at 9.30 A.M.

For Singapore.—Per *Massalia*, to-day, the 27th instant, at 9.30 A.M.

For Amoy and Shanghai.—Per *Diomed*, to-day, the 27th inst., at 9.30 A.M.

For Shanghai.—Per *Hever*, to-day, the 27th inst., at 9.30 A.M.

For Singapore and London.—Per *Benvenue*, to-day, the 27th inst., at 3.30 P.M.

For Shanghai.—Per *Chiyuen*, to-day, the 27th inst., at 3.30 P.M.

For Shanghai.—Per *Leesang*, to-day, the 27th instant, at 3.30 P.M.

For Swatow, Chefoo, and Tientsin.—Per *Kwongsang*, to-day, the 27th inst., at 3.30 P.M.

For Haifong.—Per *Loire Inferieure*, to-day, the 27th inst., at 4.30 P.M.

For Manila.—Per *Esmeralda*, to-day, the 27th inst., at 5.00 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, Adelaide, &c.—Per *Tannadice*, to-morrow, the 18th inst., at 1.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Teheran*, on Friday, the 29th inst., at 5.00 P.M.

For Yokohama.—Per *Hampshire*, on Saturday, the 30th inst., at 2.30 P.M.

For Saigon.—Per *Tritos*, on Saturday, the 30th inst., at 4.30 P.M.

For Straits and Calcutta.—Per *Taisang*, on Tuesday, the 2nd November, at 3.00 P.M.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Nurnberg* will be despatched on MONDAY, the 1st November, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c. will be the same as in the case of the French Packet.

Correspondence should be marked *Per German Mail*, or with the name of the Packet.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coins, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Djemnah* will be despatched on TUESDAY, the 2nd November, with Mails for the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

MONEY ORDERS.

1.—Money orders are issued at Hongkong and Shanghai on the following countries and places:—

* Amoy.
* Azores Is.
* Belgium.
* Bermuda.
* Canada.
Canton.
* Cape Colony.
Ceylon.
† (Constantinople).
* Cyprus.
* Denmark.
* Egypt.
* Falkland Is.
Foochow.
* Gambia.
* Germany.
* Gibraltar.
* Gold Coast.
Hankow.
Hawaii.
Hoihow.
* Holland.
* Honduras, (Br.)
Hongkong.
* Iceland.
India.
* Italy.
Japan.
* Lagos.
* Madeira.
* Malta.
* Mauritius.
* Natal.
* Newfoundland.
New South Wales.
* New Zealand.
Ningpo.
North Borneo.
* Norway.
Port Darwin.
* Portugal.
Queensland.
* S. Helena.
* Seychelles.
Shanghai.
* Sierra Leone.
South Australia.
Straits Settlements.
Swatow.
* Sweden.
* Switzerland.
Tasmania.
United Kingdom.
* United States.
Victoria.
Western Australia.
* West Indies (British, Danish, and Dutch).

2.—Orders on the countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the order is drawn in.)

Up to £ 2, or $10, or 20 Rupees .... 0.20 cents.
,, £ 5, or $25, or 50 Rupees .... 0.40 cents.
,, £ 7, or $35, or 70 Rupees .... 0.60 cents.
,, £10, or $50, or 100 Rupees .... 0.80 cents.
,, — — 150 Rupees .... $1.00.

4.—No orders must exceed £10 or $50 (unless drawn on India, when 150 rupees is the limit) nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the ports of China by means of Postage stamps, subject to a charge of one per cent. for cashing them; or money orders can be granted at Hongkong or Shanghai on ports where there are Agencies of the Hongkong Post Office.

† Small remittances can be made to this place by means of Postal Notes. See separate notice or the Postal Guide.

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amatista	—	Brit. str	522	Russell & Co	
Amiro	Samuelsen	Ger. str	771	Chinese	
Amphitrite	B. Gelcich	A.-H. str	2486	A.-H. Lloyd's S. N. Co	Trieste
Benvenue	Thomson	Brit. str	1497	Gibb, Livingston & Co	
Chi-yuen	W. H. Lunt	Chi. str	1121	C. M. S. N. Co	
Chow-chow-fu	W. Wendt	Ger. str	796	Chinese	
C. of R. Janeiro	Wm. B. Cobb	Amr. str	3548	P. M. S. S. Co	S. Francisco
Dafila	Jas. Mooney	Brit. str	552	Wieler & Co	
Diomed	W. B. Bigley	Brit. str	1436	Butterfield & Swire	Shanghai
Dupuy de Lome	A. Coup	Fr. str	1662	Russell & Co	
Esmeralda	E. Tayler	Brit. str	395	Russell & Co	
Euphrates	Edwards	Brit. str	1300	Russell & Co	
Gratitude	N. C. Wake	Brit. str	1207	Mitsu Bussan Kaishia	
Hampshire	Kerruish	Brit. str	1699	Russell & Co	Yokohama
Hankow	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Hever	Dethlefson	Ger. str	388	Siemssen & Co	
Honam	T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Kiukiang	A. H. Benning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kong Beng	R. Jones	Brit. str	862	Yuen Fat Hong	Bangkok
Leesang	W. E. Sawer	Brit. str	1092	Jardine, Matheson & Co	Shanghai
Loire Inferieure	Pillivuyt	Fr. str	752	Arnhold, Karberg & Co	
Massalia	G. Petersen	Ger. str	1263	Siemssen & Co	Hamburg
Melita	H. Morck	Ger. str	339	A. R. Marty	
Namoa	T. G. Pocock	Brit. str	863	Douglas Lapraik & Co	Coast Ports
Olympia	P. Moller	Ger. str	783	Siemssen & Co	
Orion	Matiazzi	A.-H. str	1833	A.-H. Lloyd's S. N. Co	Trieste
Partridge	Stavers	Brit. str	254	Gibb, Livingston & Co	Pakhoi
Pasig	—	Brit. str	284	Chinese	Canton
Phra C. Klao	Watton	Brit. str	1011	Yuen Fat Hong	Bangkok
Pilot Fish	Stenani	Brit. tug	161	H. & W. Dock Co	
Port Adelaide	West	Brit. str	1783	Adamson, Bell & Co.	
Powan	J. B. Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Roehampton	Sanderson	Brit. str	1390	Butterfield & Swire	Nagasaki
Sarthe	Barguissan	Fr. str	470	Arnhold, Karberg & Co	
Smit	Rukask	Ger. str	821	Siemssen & Co	
Taichiow	Newton	Brit. str	862	Yuen Fat Hong	Bangkok
Taisang	T. L. Davies	Brit. str	1505	Jardine, Matheson & Co	Calcutta
Tannadice	H. Craig	Brit. str	1408	Russell & Co	Adelaide
Tantallon	Partrige	Brit. str	1310	Takasima Colliery	
Teheran	Seymour	Brit. str	1684	P. & O. S. N. Co	Yokohama
Thales	F. D. Goddard	Brit. str	820	Douglas Lapraik & Co	
Tritos	Bleicken	Ger. str	1406	Siemssen & Co	
Wah Yeung	Y. Witt	Brit. str	313	Shing Kee	Canton
White Cloud	S. W. Goggin	Brit. str	652	H. C. & M. Steamboat Co	Canton

SAILING VESSELS.

VESSELS.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Annie	Kroncke	Ger. bk	424	Wieler & Co	Iloilo
Antioch	Heningway	Amr. bk	953	Russell & Co	New York
Antoinette	E. T. Bunje	Brit. bk	884	Melchers & Co	Victoria
A. W. Weston	Wm. Duncan	Amr. bk	703	Russell & Co	New York
Basuto	Matthews	Brit. bk	343	Order	
Benj. Sewall	Ulmer	Amr. sh	1362	Pustau & Co	New York
Botvid	Henriksen	Nor. bk	580	Melchers & Co	
Breeze	Robinson	Brit. yacht	24	Order	
Sua Pan	Saxtorph	Siam. bk	574	Yuen Fat Hong	
Cosmo	Bennett	Brit. bk	1220	Ed. Schellhass & Co	Hamburg
F. H. Drews	Rothbart	Ger. bk	623	Captain	
F. P. Litchfield	Bartlett	Amr. bk	1042	Gonsalves & Co	
Francis B. Fay	Pettigrove	Amr. bk	887	Pustau & Co	New York
Geo. Curtis	Sproul	Amr. sh	1746	Siemssen & Co	New York
Grandee	P. H. Evans	Amr. sh	1254	Carlowitz & Co	New York
Harvester	Taylor	Amr. sh	1428	Order	
H. E. Tapley	Telfer	Brit. bk	901	Order	
Haydn Brown	Havener	Amr. bk	822	Adamson, Bell & Co	
Hydra	C. Bing	Ger. bk	785	Gonsalves & Co	Honolulu
Johanna	Burgwardt	Ger. bk	846	Carlowitz & Co	
Johann Carl	C. P. Boyson	Ger. sch	144	Blackhead & Co	
John Trahey	Thos. Ryan	Brit. bk	1147	Gonsalves & Co	
Livingstone	H. Steffens	Ger. bk	531	Carlowitz & Co	Hamburg
O. S. Pking	Florenssen	[illegible] sh	653	Ed. Schellhass & Co	
Pap	C. L. Henne	Ger. bk	748	Carlowitz & Co	London
Penobscot	O. G. Eater	Amr. bk	1068	Adamson, Bell & Co	New York
Rembrandt	Paine	Amr. sh	1313	Order	
Ringhorn	Rich	Nor. bk	589	Ed. Schellhass & Co	
Rising Light	Durkee	Brit. sh	1319	Carlowitz & Co	New York
R. M. Harward	Baxter	Amr. bk	574	Order	
Sarah Hignett	A. Morgan	Amr. bk	1357	Ed. Schellhass & Co	
Spinaway	J. Garrick	Brit. sch	325	Siemssen & Co	Freemantle
Tarapaca	Graham	Brit. bk	491	Captain	Mantung
T. F. Oakes	J. B. Clift	Amr. sh	1896	Russell & Co	S. Francisco
Walls Castle	H. Kennett	Brit. bk	625	Lane, Crawford & Co	
Wan. Minstrel	J. J. Hudson	Brit. sch	364	Arnhold, Karberg & Co	
Wildwood	C. A. Sawyer	Amr. bk	1099	Gonsalves & Co	
Wm. Mc. ilvey	Dunton	Amr. sh	1210	Adamson, Bell & Co	
Zouave	R. C. Soper	Amr. sh	1150	Arnhold, Karberg & Co	London

MACAO.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping		Holmes	Chi. str	360	C. M. S. N. Co	
Kiungchow		J. P. Hoyland	Brit. str	288	H. C. & M. Steamboat Co	Canton
Recorder	Ma[illegible]	J. H. Dutton	Brit. str	—	Order	

WHAMPOA.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Falkenburg	Oct	W. Dreyer	Ger. str	988	Melchers & Co	
Fushun	Oct	Croad	Chi. str	1504	C. M. S. N. Co	
Fu-yew	Oct	Warwick	Chi. str	930	C. M. S. N. Co	
Kwongsang	Oct	Wood	Brit. str	1080	Jardine, Matheson & Co	Chefoo
Vigilant	Oct	—	Chi. str	—	Chinese	
Yangtsze	Oct	Schultz	Brit. str	814	Siemssen & Co	

CANTON.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ch'roo Kamry	Jul	Krag	Siam. bk	489	Chinese	
Falcon	Jun	Jorgensen	Siam. bk	359	Chinese	

SWATOW.

IN PORT ON 9TH OCTOBER, 1886.

STEAMERS.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Antenor		Freeman	Brit. str	1376	Butterfield & Swire	
Chefoo		L. J. Hughes	Brit. str	684	Butterfield & Swire	
Duburg		Bertelsen	Ger. str	921	Lim Yam Sing	
Johann		Bing	Ger. str	427	Lauts & Haesloop	
Picciola		Ph. Nissen	Ger. str	874	Lim Yam Sing	

SAILING VESSEL.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Hermann	Sep 7	Traulsen	Ger. bk	441	Lauts & Haesloop	

AMOY

IN PORT ON 22ND OCTOBER, 1896

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anna Dorothea	Oct 7	H. Nielsen	Ger. bk	343	Pasedag & Co	
Fanny Balaugh	Oct 0	D. Rule	Ger. sch	240	H. A. Petersen & Co	
Maria	Oct 6	Molsen	Brit. bk	789	Lloyd K. T. P. & Co	

FOOCHOW.

IN PORT ON 23RD OCTOBER, 1886

STEAMERS.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
China	Oct. 11	Ulderup	Ger. str	648	Galton & Co	
Ching-wo	Oct. 11	Machugh	Brit. str	1556	Purdon & Co	
Nanzing	Oct. 13	Peters	Brit. str	808	Butterfield & Swire	

SAILING VESSELS.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alma	Sep. 30	Sorensen	Nor. bk	751	Arsenal	

SHANGHAI.

IN PORT ON 21ST OCTOBER, 1886

STEAMERS (EXCLUSIVE OF RIVER CRAFT)

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ægean	Oct. 19	Thomas	Brit. str	750	Fearon, Low & Co	
Chintung	Oct. 20	Winsor	Chi. str	835	C. M. S. N. Co	
Djemnah	Oct. 4	Mace	Fr. str	3755	Messageries Maritimes	
Fei-lung	Oct. 19	Crawford	Brit. str	752	Butterfield & Swire	
Glenfinlas	Oct. 10	Jacobs	Brit. str	1447	Jardine, Matheson & Co	
Harter	Oct. 16	Grandin	Brit. str	1196	Russell & Co	
Ichang	Oct. 20	Goodfellow	Brit. str	1048	Butterfield & Swire	
Ingeborg	June 29	Kleffel	Brit. str	437	Russell & Co	
Kiang-foo	Oct. 5	Bassett	Chi. str	1468	C. M. S. N. Co	
Kiang-piau	Oct. 14	Pratt	Chi. str	1090	C. M. S. N. Co	
Killarney	Sept. 14	H. O'Neill	Brit. str	1060	Gibb, Livingston & Co	
Ningpo	Aug. 1	D'Egville	Brit. str	791	Siemssen & Co	
Nurnberg	Oct. 13	Ph. Berdrow	Ger. str	2159	Melchers & Co	
Oxus	Oct. 18	Lequerre	Fr. str	3769	Messageries Maritimes	
Tientsin	Oct. 19	Quail	Brit. str	682	Butterfield & Swire	
Titan	Oct. 13	R. J. Brown	Brit. str	1551	Butterfield & Swire	
Tokio Maru	Oct. 18	Wyno	Jap. str	1350	Nippon Yusen Kaishia	
Verona	Oct. 12	De Horne	Brit. str	1862	P. & O. S. N. Co	
Wuchang	Oct. 20	Wyles	Brit. str	800	Butterfield & Swire	
Yehsin	Oct. 18	Null	Chi. str	754	C. M. S. N. Co	
Yung-ning	Oct. 17	Sutton	Chi. str	342	C. M. S. N. Co	

SAILING VESSELS.

VESSELS.	DATE	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adam W. Spies	Aug. 1	Field	Amr. bk	1171	W. Hewett & Co	
Anglo Indian	Oct. 11	Richter	Brit. bk	441	Nils Moller	
Bertie Biglow	Sept. 18	Walley	Brit. bk	1112	C. & J. Trading Co	
Charley	Aug. 26	Holdt	Brit. bk	359	Nils Moller	
Chelmsford	Oct. 14	Collins	Brit. sch	381	Morris & Co	
Chingtai	Sept. 17	—	Chi. bk	458	J. M. Schultz	
Columbus	Sept. 12	Sauermilch	Ger. sh	1731	Melchers & Co	
Dan. I. Tenney	June 23	Wilson	Amr. sh	1631	Russell & Co	
Doretta	Sept. 17	Reynolds	Siam. bk	300	T. W. Song	
E. T. Cr[illegible]well	Sept. 16	Pendleton	Amr. bk	1086	Wisner & Co	
Foochow	Sept. 27	Meyer	Siam. bg	300	Wong & Co	
Haroldine	Sept. 29	Tibbetts	Amr. sh	1294	C. & J. Trading Co	
Hilda	July 17	Jensen	Brit. sch	306	Nils Moller	
Lais Rohl	Oct. 17	Anderson	Dan. bg	248	Melchers & Co	
John C. Potter	Sept. 1	Curtis	Amr. sh	1182	Pustau & Co	
Madras	Oct. 15	—	Brit. bk	—	Jardine, Matheson & Co	
Mercur	Oct. 15	Dick	Brit. sch	249	Master	
N[illegible]ptunus	Sept. 1	Sanders	Brit. sh	1399	Melchers & Co	
Sea Swallow	July 27	Maher	Brit. bk	332	Lewis & Hopkins	
Slider	Sept. 15	Searle	Brit. bk	240	Nils Moller	
Willie	Oct. 18	Gehrke	Brit. sch	275	Morris & Co	

NAGASAKI.

IN PORT ON 13TH OCTOBER, 1886.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Kosaki Maru	—	Christensen	Barge	400	Kippon Yusen Kaishia	

KOBE.

IN PORT ON 16TH OCTOBER, 1886.

STEAMERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Benlarig	Oct. 16	Clark	Brit. str	1481	M. Heimann & Co	
Cambodia	Oct. 16	Wildgoose	Brit. str	1968	Smith, Baker & Co	
Idzumo Maru	Oct. 12	Kobayashi	Jap. str	430	Nippon Yusen Kaishia	
Omi Maru	Oct. 14	Swain	Jap. str	1512	Nippon Yusen Kaishia	
Prinz Alex.	Oct. 11	Eckert	Ger. str	2180	Smith Baker & Co	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Lalla	Aug. 5	P. Le Blanc	Brit. bk	1099	R. Isaac & Bros.	
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co	
Snow & Burgess	Aug. 29	Brown	Amr. sh	1655	Fearon, Low & Co	

YOKOHAMA.

IN PORT ON 15TH OCTOBER, 1896.

STEAMERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Anton	Oct. 9	E. Aereboe	Ger. str	396	Smith, Baker & Co	
D. Monarch	Oct. 11	Burgoyne	Brit. str	866	Fraser, Farley & Co	
Elbe	Oct. 11	Luss	Ger. str	855	China & Japan T. Co	
Kamtchatka	Sept. 30	Ingman	Rus. str	702	Walsh, Hall & Co	
Kent	Oct. 12	Mitchell	Brit. str	1620	Adamson, Bell & Co	
Meiji Maru	July 3	Allen	Jap. str	1010	Lighthouse Department	
Menzaleh	Oct. 11	Benois	Fr. str	1273	Messageries Maritimes	
Normanton	Oct. 13	Drake	Brit. str	1533	Adamson, Bell & Co	
Volga	Sept. 25	Temple	Fr. str	1533	Messageries Maritimes	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Archimede	Nov. 14	Walker	Brit. sh	1050	Master	
Beatrice	Aug. 11	Williams	Brit. sch	66	Captain	
Fearless	Sept. 22	L. Gierow	Ger. cut	18	Captain	
F. Grampp	Sept. 4	Londemberg	Ger. bk	499	Middleton & Co.	
George	Oct. 1	McDonald	Brit. bk	99	Takado & Co	
Republic	Aug. 29	A. F. Smith	Amr. sh	1293	Frazar & Co	
St. Nicholas	Sept. 5	Crocker	Amr. sh	1723	Fraser, Farley & Co	
Theo. Ruger	Sept. 5	Myer	Ger. sh	1576	Adamson, Bell & Co	
Ventura	Sept. 4	Coming	Brit. sh	16[illegible]7	Kanagawa Kencho	

MANILA.

IN PORT ON 20TH OCTOBER, 1886

STEAMERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Esmeralda	Oct. 16	Hamlin	Brit. str	395	Peele, Hubbell & Co	Hongkong
Espana	Oct. 18	Zabala	Span. str	593	J. Reyes & Co	
Saigon	Sept. 30	[illegible]tasse	Fr. str	756	M. Henry	Saigon
Salvadora	Oct. 4	Lecea	Span. str	638	J. Reyes & Co	Singapore
S. Domingo	Oct. 4	Mowet	Span. str	1918	Comp. Gen. de Tabacos	Liverpool
Velox	Oct. 20	Kallsen	Ger. str	753	E. F. Ong Capin	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Belle of Oregon	Sept. 15	Matthew	Amr. bk	1110	Smith, Bell & Co	New York
Clara	Oct. 20	Mall	Ger. bk	690	G. Heinzen & Co	
Chas. G. Rice	Oct. 2	Bailey	Brit. bk	689	Smith, Bell & Co	
Dee	Oct. 12	Pope	Brit. bk	1115	W. F. Stevenson & Co	
Euphemia	Sept. 8	Phillips	Brit. sh	1373	Macleod & Co	New York
Hera	Oct. 14	Wempe	Ger. bk	1037	W. F. Stevenson & Co	
J. M. Clerk	Sept. 9	Conant	Brit. bk	689	W. F. Stevenson & Co	
John Macleod	Aug. 20	Stuart	Brit. sh	1525	Smith, Bell & Co	S. Francisco
Minnie Burrill	Sept. 25		Brit. bk	1468	Smith, Bell & Co	New York

ILOILO.

IN PORT ON 14TH OCTOBER, 1886.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Scoloo	Aug. 20		Amr. sh	914	Ker & Co	Boston
St. Julien	Sept. 6		Brit. bk	1049	Peele, Hubbell & Co	U. States
Troubadour	Oct. 6		Ger. sch	295	Innes & Keyser	

CEBU.

IN PORT ON 12TH OCTOBER, 1886.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
H. G. Johnson	Sept. 13		Amr. bk	1027	Smith, Bell & Co	New York
McLaurin	Sept. 8		Amr. sh	1312	Macleod & Co	New York

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Alacrity	d.-s. steel despatch boat	6	3180	Com. R. B. Maconochie	Hongkong
Audacious	double-screw iron frigate	14	4930	Capt. R. H. Harris	Yokohama
Champion	corvette	14	2340	Captain Powlett	Shanghai
Cleopatra	corvette	14	2610	Captain L. C. Keppel	Yokohama
Cockchafer	gunboat	4	470	Lieut.-Com. Boteler	Port Hamilton
Constance	corvette	14	2590	Capt. S. H. P. Dacres	Port Hamilton
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	R. R. Hongkong
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Hongkong
Firebrand	composite gunboat	4	460	Lieut.-Com. Dickson	Yokohama
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclean	Cruising
Heroine	corvette	8	1170	Captain C. J. Balfour	Hongkong
Leander	cruiser	10	5000	Capt. Martin J. Dunlop	Yokohama
Linnet	gunboat	5	1050	Com. W. H. Marrack	Shanghai
Merlin	composite gunboat	4	430	Lt.-Com. R.B.C. Brenton	Tientsin
Midge	double-screw gun-vessel	4	470	Com. Robilliard	Foochow
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	Foochow
Sapphire	corvette	12	2360	Captain R. G. Kinahan	Yokohama
Satellite	corvette	8	1400	Capt. A. H. Alington	Singapore
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Yokohama
Tweed	double-screw gun-vessel	3	310	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Yokohama
Wivern	turret ironclad	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Singapore

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schans	Vladivostock
Aspic	French gunboat	4	—	Captain Rupé	Amoy
Bismarck	German frigate	20	500	Captain Kuhn	Hongkong
Carola	German corvette	—	—	Captain Aschmann	Hongkong
Chasseur	French gunboat	—	—	Captain Le Gorrec	Chefoo
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Djigit	Russian gunboat	—	—	Captain Muller	Vladivostock
Elisabeth	German corvette	22	2400	Comd. Schering	Singapore
Ermak	Russian transport	4	80	Captain Koltchan	Vladivostock
General Lezo	Spanish gunboat	—	—	Capt. F. Bastarreche	Hongkong
Gornostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Huron	French corvette	—	—	Comdr. C. Touchard	Tourane
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	Swatow
Kreysser	Russian cruiser	8	250	Captain Ostolopoff	Petropolski
La Clocheterie	French corvette	16	450	Captain de Birbeyrac	Hongkong
Marion	American corvett	—	—	Com. M. Miller	Nagasaki
Marq. del Duero	Spanish gunboat	—	—	Capt. José Cano Manad	Hongkong
Monocacy	American gunboat	6	750	Com. Henry Glass	Hongkong
Morge	Russian gunboat	7	80	Commander Moltsoff	Korea
Nautilus	German gunboat	4	1600	Captain Rötger	Chefoo
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Olga	German corvette	—	—	Captain Sendemann	Hongkong
Omaha	American corvette	12	—	Captain T. O. Selfridge	Shanghai
Ossipee	American corvette	8	800	Capt. J. F. McGlinsey	Singapore
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Canton
Primauguet	French corvette	17	550	Captain M. Bars	Shanghai
Rapido	Italian cruiser	5	350	Captain Gravosio	Yokohama
Rio Lima	Portuguese gunboat	4	100	Capt. Rafael d'Andrade	Macao
Sagittaire	French gunboat	4	100	Commander Krantz	Saigon
Seevooch	Russian cruiser	13	—	Captain Surief	Shanghai
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tamega	Portuguese gunboat	—	—	Capt. Avila	Hongkong
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	3000	Captain Phythian	Singapore
Turenne	French frigate	14	4500	Captain Dupuis	Korea
Velasco	Spanish corvette	—	—	E. F. Butran	Manila
Vipère	French gunboat	4	100	Captain de la Peyrère	Hongkong
V. Monomach	Russian frigate	20	—	Captain Hiltebrandt	Korea
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	—	—	Captain Jaeschke	Foochow

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kyok-chung	Hongkong
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chien-jui	Revenue cruiser	2	80	17	do.	—
Chien-to	Viceroy's gunboat	7	450	265	J. Stewart	Hongkong
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	3	320	200	do.	Canton
Hai-chong-ching	Viceroy's gunboat	4	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	3	450	310	do.	Hongkong
Hoi-tung-hung	Viceroy's gunboat	3	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	180	do.	—
Peng-chao-hai	Revenue cruiser	4	800	500	do.	Hongkong
Quang-on	Viceroy's gunboat	3	150	100	do.	Canton
San-hing	Viceroy's gunboat	3	150	100	do.	—
Tching-on	Viceroy's gunboat	3	150	100	do.	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchun-tung	Viceroy's gunboat	3	170	170	do.	—

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